

FOR THESE

ASK
US
FIRST



North-east trade, fresh breezes,
some rain.
for The South China Morning Post, Ltd.,
1 & 3, Wyndham Street, Hongkong.

The Hongkong Telegraph

FOUNDED 1881
NO. 12,515

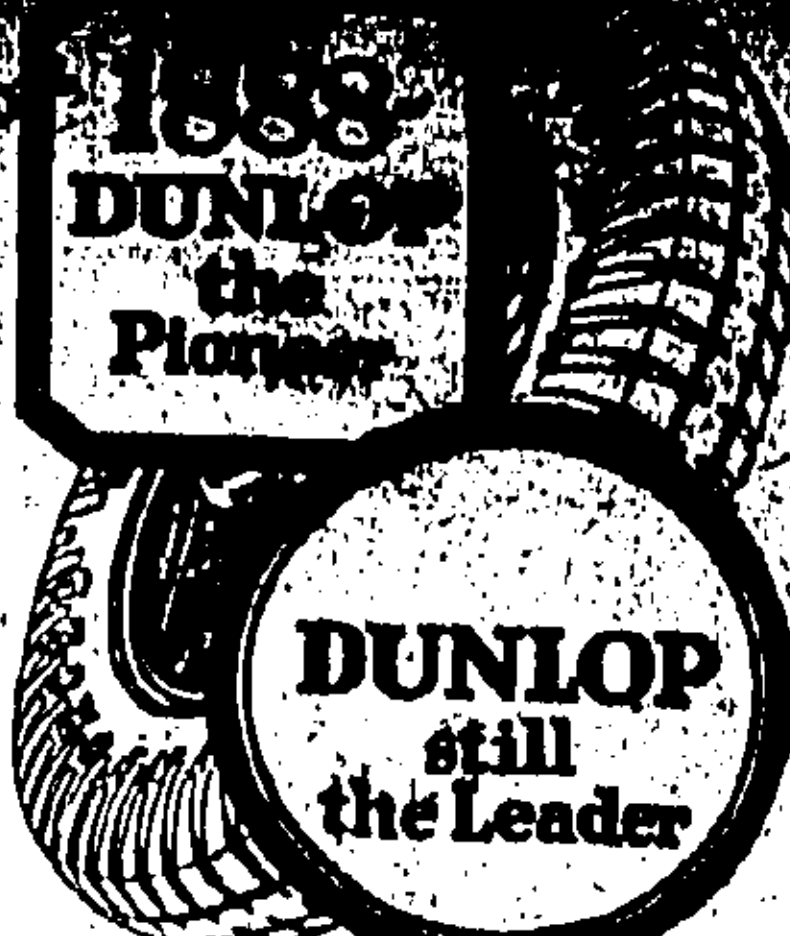
六拜禮 號三月十英港青

SATURDAY, OCTOBER 3, 1931. 日二廿月八

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Lighting Time: 6.10 a.m.
High Water: 12.55.
Low Water: 1.45.

Library, Supreme Court



LOCAL BRANCH. Fadder B.M.

SEAHAM LABOUR REJECTS PRIME MINISTER.

GLASGOW FERMENT INTENSIFIES.

VIOLENT CLASHES WITH POLICE.

THE BITTER feeling aroused in certain sections of the Labour Party by the National Government's stern economy cuts and Mr. Ramsay MacDonald's association therewith, was doubly demonstrated yesterday. At Glasgow, the unemployed disturbances of Thursday recurred in a more disgraceful form, and at Seaham Harbour, the Prime Minister's constituents listened to him respectfully and then informed him that they proposed to select another Labour candidate.

The riots in Glasgow were far more serious than those of the previous evening. The disturbances took an organised form from the beginning and the harassed police were kept constantly at work, moving swiftly from one point to another quelling violent outbreaks. The whole city seemed to be in a ferment and forty-nine arrests had been made up to eleven o'clock last night. They will be charged with disorderly conduct or with looting.

Foot and mounted police repeatedly charged the crowds, who rushed hither and thither for hours, smashing windows and looting the shops.

JEERS AND CHEERS FOR PREMIER.

London, Oct. 2.
Mr. Ramsay MacDonald faced the music this evening when he addressed a delegate meeting of the Labour Party in his constituency, Seaham Harbour (which had already disowned him).

Despite the fact that extra police had been drafted into the town to prevent possible disturbances, there was a complete absence of disorder.

The streets outside and near the meeting hall were thronged by enormous crowds, who gave the Prime Minister a mixed reception, cries of "Good Old Ramsay" being mingled with booing and jeering.

A Perfect Hearing.

There was almost complete silence in the hall when Mr. Ramsay MacDonald entered, but when he rose



The Premier, demonstrating the danger of financial collapse. He is holding a letter on which are stamps to the value of £50,000,000,000, during the period of German inflation.

pale but determined, his speech was given a perfect hearing, punctuated by bursts of applause from all parts of the hall.

Mr. MacDonald outlined the causes leading to the financial crisis and the necessity for drastic economies. He also explained the attitude of his former colleagues.

The Last Word.

The speech lasted for more than an hour, after which Mr. Coxon, the Branch Secretary, stated: "The position of the Party here is that it proceeds with its previous decision to secure another candidate."

Orders-in-Council, carrying out the provisions of the Economy Act were gazetted to-night. Also a Treasury minute authorising the Bank of England to issue fiduciary

banknotes to a total of £275,000,000 for a further period of four weeks.

In the House of Commons this afternoon the third reading of the Finance Bill was carried without a division.

No Support.

In winding up the debate the Chancellor of the Exchequer, answering the opposition interjection that he should have dealt with the financial position of the country in his April budget, said he put before the House last February a statement of the financial position and addressed a meeting of the Labour Party with much frankness, but got no support.

He added that he had said then, and repeated later that the economies necessary could never be carried through merely with the support of a minority Government.

An Unpopular Thing.

Over and over again he said the enforcement of economies was such an unpopular thing that they could only be carried through either by a united House of Commons or by a large majority of the House of Commons. They had to wait for the report of the Economy Committee set up by the members opposite and as soon as that report was received they acted upon it. They had now submitted proposals of economy which were accepted by the late cabinet.

Concluding he said: "This budget places the internal resources of the country upon a sound financial basis, and upon that financial basis we can build. It is, as was said by the President of the League of Nations Assembly a few days ago, an example of the excellent determination of the British people to face up with courage to adversity."

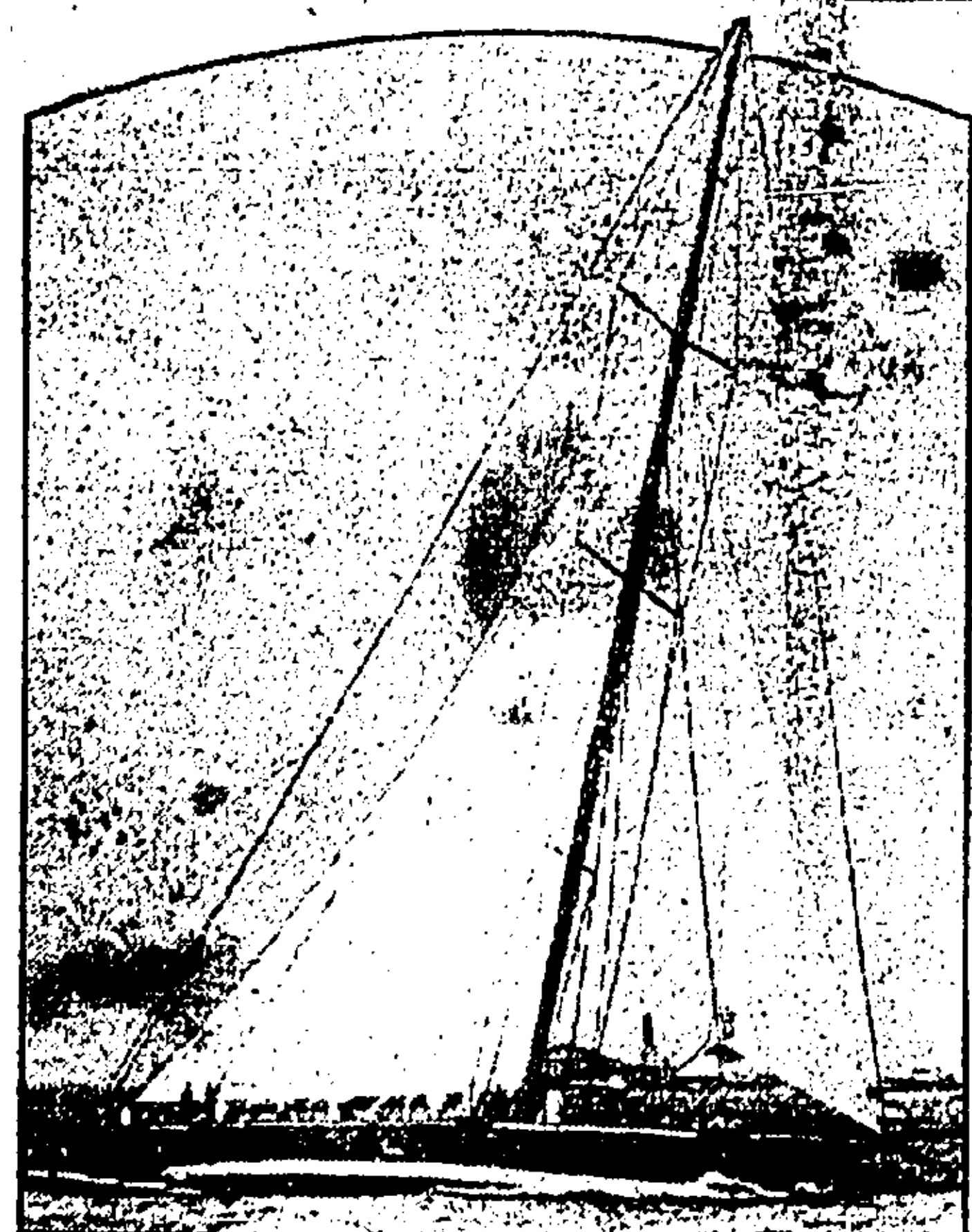
Cabinet Meeting.

A further session of the cabinet was held at the House of Commons this afternoon. It lasted for over two hours and rose about five o'clock without any date being fixed for the next meeting.

As a result of the developments during past few days, the Prime Minister is understood to have made good progress in extending the measure of support that will be accorded him, as the head of a National Government, in appealing to the country for an unfettered mandate to undertake the task of National reconstruction.

The attitude of the Liberals has been in some doubt over the question of the means which may be considered necessary in carrying out this task, and also owing to the strongly-held belief in a certain section of the Liberal Party that an immediate general election is inadvisable.

(Continued on Page 7.)



Sir Thomas Lipton died without achieving the greatest ambition of his life, the capture of the America Cup. Top photo shows Shamrock V, the medium of his last attempt. Lower left, Sir Thomas at 81; right, in 1899 when he made his first effort.

DEATH OF SIR THOMAS LIPTON.

World Famous Sportsman and A Business Genius.

London, Oct. 2.
Sir Thomas Lipton, who caught a bad chill yesterday, died peacefully in his sleep this evening in the presence of four doctors and several of his oldest friends. Death was ascribed to heart failure. The "greatest loser in the world," the description applied to him in the United States, where he was almost as popular as he was in the British Isles, was 81 years of age, and died without heir.

Errand Boy to Millionaire.

Sir Thomas (Johnstone) Lipton, who built up a great provision business and whose hobby was yachting, was born at Glasgow in May, 1850. His father was an Irish farmer who left Clones, Co. Tyrone, to set up a small provision shop in Glasgow. The venture was not a success, and young Lipton left school of his own accord at the age of 9 to help the family by taking a job as errand boy at 2/6 a week.

When he was 17 he left Glasgow for America as a stowaway. There he worked on a plantation in S. Carolina and in a store at New Orleans. Having got together £100, he left New York and, returning to Glasgow, opened a small provision shop in 1876.

Great Expansions.

From this modest beginning he built up a vast business, adding shop to shop, until 22 years later the concern was bought by a company for £2,500,000 the issue being enormously oversubscribed. His first expansions took place in Scotland, whence he extended his operations to Ireland and then to England.

Within 10 years of starting his first shop he was employing 8,000 men and before he was 40 he was a millionaire. As early as 1888 he visited Russia to arrange for the supply of certain provisions to

THE VEHICULAR FERRY.

GOVT. CALLS FOR TENDERS.

FIFTEEN YEARS' "LEASE."

It is disclosed in the Government Gazette to-day that the proposed vehicular ferry service will, if possible, commence operations as from January 1st, 1933, and that the Government is prepared to offer the exclusive maintenance thereof for a period of fifteen years from that date.

Tenders are now being called for, and must reach the Colonial Secretary's Office not later than January 4th 1932.

The ferries are to run between Jubilee Street Pier and Jordan Road Pier; Jubilee Street Pier and Mongkok Pier; and Jubilee Street Pier and Samshui Pier.

The licensing of any other ferries between any other frontages, or between one of the mentioned frontages and some other frontage, will not infringe on the licensee's rights, and he shall make no claim in respect of any other such ferry.

Ten-Knot Craft.

The vessels for the service, other than special type vessels, must be steam or motor, of a service speed of not less than 10 knots. The special type vessels must be fitted with Diesel engines. The ordinary vessels must during the first year be sufficient in number to maintain a ten-minute service and have accommodation for not less than 250 passengers. During the second and subsequent years must be sufficient to cope with all traffic requirements.

Proposed Fares.

The proposed passenger fares are 10 cents, first class; 4 cents, second class; and 2 cents, third class. One driver to each commercial vehicle will be allowed to travel free; chauffeurs of private cars will be charged five cents per head.

Amongst the other charges are: Motor-cycle, 20 cents; motor-cycle and sidecar, 50 cents; motor-car not exceeding one ton, \$1; motor-car not exceeding 30 cwt., \$1.50; motor-car exceeding 30 cwt., \$2; lorry not exceeding one ton, \$1; lorry exceeding one ton, \$1 for first ton and 50 cents for each additional ton.

Royalty Conditions.

A fixed monthly rent or sum and royalties, and, as an alternative to royalties, an annual payment based on the profits of the undertaking, must be offered by the tenderer. The royalties shall be in respect of every passenger or vehicle carried. Details are given of the manner in which the percentage of profits, as an alternative to royalties, shall be computed.

Must Be British.

Tenders, if individuals, must be British subjects, or, if firms or companies, the majority of the partners or directors must be British subjects. The management and staff, or an effective majority thereof to the satisfaction of the Governor-in-Council, must also be British subjects, and the control must be within the Colony and be essentially British.

INDIA MINORITY PROBLEM.

GANDHI DISCUSSES ISSUES.

London, Oct. 2.

The first informal meeting of representatives of the different interests and groups on the Indian Committee of the Indian Round Table Conference was held in private to-day at St. James' Palace.

At its conclusion, the following was issued: "Certain delegates of the British Indian delegation met Mr. Gandhi and discussed certain matters. The conversations are proceeding. It was decided that no statement should be issued until the deliberations are concluded."—Bretton Wireless.

Bulls and Innings

From the Office Butts.

It takes a long time to stage a come-back when you've just come back from home leave.

Pools are born, not made; but that's a poor excuse, all the same.

Infamous Saying:—We'll look after the baby while you're at the pictures.

When the dollar goes up, the Civil Servant's hopes go down.

While brains grow, scientists say, teeth rest, and a man pays for bad teeth with a better brain. Maybe that's why movie actors have such good teeth.

Famous last words:—She answered a matrimonial advertisement.

The new Empress Eugenie hats may help to revive the corset and bustle industries, say fashion experts. That ought to pull us out of the depression in pretty good shape, anyway.

The reason why Scotsmen are such good golfers is that they love to save strokes.

According to a doctor, pain usually strikes a body at its weakest part. Remember this the next time you hear a Civil Servant complaining of a headache.

The trouble about these little hats is that they may give our flappers swollen heads.

Never cross a bridge partner until you are sure of her disposition.

The events of the past week have clearly shown that a flying rumour has no difficulty in finding a landing-place.

More and more women are said to be taking up law nowadays. Well, they've been laying it down long enough, anyhow.

Sez Hugh:—A man pursues a girl until she catches him.

Some say that shorts are *infra dig*.

And hairy legs are awful. White waistcoats may not be "de rig."

With dinner coats are awful. Grey flannels with a Palm Beach coat.

Are anything but dressy. While tennis shirts just get one's goat.

And make a man look messy. Soft-frosted shirts with tails are bad.

For dinner rig no better. Winged collars with lounge suits, by Gad.

Make any man look wetter. But those who criticise our sex.

Sartorialistic bores. Should see the latest Home effects.

I see they're called "Dole Drawers!"

—CYN.

Most of the week the Colony has had a clean bill of health.

The latest air menace is that of birds flying into the air intake.

It's a pity the dove of peace doesn't fly into the output of so many of our rumourists.

Nudism is going strong. Watch out for the rush to the bookstellers' dollar rose to 2/6. D. Ollar, when these books with the un-payable photographs reach the Colony.

"Prop Torque" draws our attention to the amazing Gypsy very wet instance of Volunteering. Engine. That's nothing. The We remember one too, but for last gypsy we had to do with did fortunately the weather remained fine.

The K.C.C. have issued debentures. The C.S.C. haven't so and many Scotsmen among their members.

We sincerely trust that these side-car volunteers will have a father. He will be pleased as the dry-week-end.

What with Police in tin hats and instructions from brass hats the Colony this week has been on its metal.

Mussolini has become a grand-dry-week-end.

Another infamous saying:—may help to revive the corset and bustle industries, say fashion minutes.

And another:—"I like changing tyres."



"I am surprised your mother consents to your marriage with Eric when she hates him so."

"That's just the reason. She wants to be his mother-in-law."

In view of the recent disorders it's a thousand pities that our Juvenile Courts weren't working a year ago.

The next riot in Hongkong is likely to be over the selection of women J.P.s.

Local Irishmen, it is said, are taking umbrage at the statement that the late Sir Thomas Jackson was a member of the St. Andrew's Society. We always understood he was an Englishman!

Some of these people ought to be made to stand behind every old car they sell—and the new owner put the car in reverse.

With all these explorers going to the North Pole, the Eskimos will probably retalliate by forming a Rotary Club.

Another infamous saying:—"Don't be afraid, he won't bite you."

Prosperity is the chief cause of waste—and waste!

Buy your Christmas gift books now so that you may have time to read them before posting.

Talking about English Fayres reminds us about the bazaar in Aberdeen where a native put his pet rabbit in the bran tub so that it might have a free feed!

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LOCAL WEDDING.

WELL-KNOWN FAMILIES UNITED.

Two well-known local Chinese families were united in matrimony at the Hongkong Hotel Roof Garden yesterday afternoon before a large number of local residents. Sir Shouson Chow officiated at the ceremony which was conducted according to Chinese custom.

The bridegroom, Mr. Chan Wing-yung, is the son of the late Mr. Chan Sek-sun and Mrs. Chan. The bride was Miss Lillian Tsang, the daughter of Mr. and Mrs. Tsang Yiu-ting. She was attended by the Misses Mary Cheung, Carmen Yue, Yuen Yuk-chi and Yuen King-sin as bridesmaids.

Mr. Fung Tack-him, was best man, the groomsmen being Messrs. Mok Hing-wing, Kwok Hay-man and To Ying-cheung.

The reception was held immediately after the ceremony, when the happy couple received the congratulations of their many friends.

FRENCH DISASTER.

FINDING BY THE OFFICIAL INQUIRY.

Paris, Oct. 2.

The Air Ministry inquiry into the loss of the "Hyphen Mark II" has found that the crash was most probably due to the loss of power through interruption of the petrol supply pipe, which the investigation showed was only attributable to a mischance such as a leak in consequence of the vibration. —*Reuter.*

[The "Hyphen Mark" ("Trait D'Union") crashed in Russia on September 12, and the airmen Le Brix and Mesmin, who were engaged on an attempt to fly non-stop from Paris to Tokyo, were killed.]

LINDBERGH'S "DIP."

PLANE OVERTURNS IN YANGTZE RIVER.

Hankow, Oct. 2.

When Col. and Mrs. Lindbergh were taking off from the Yangtze this morning for a survey flight, the wing of the plane dipped in the water, and the machine capsize.

The Lindberghs were thrown into the river, but a boat from H.M.S. Hermes was quickly sent out and rescued them, and returned to the Hermes, aboard which the plane was later taken. It is being brought to Shanghai for repairs.

The Lindberghs are not much the worse for their dipping, and are also travelling on the Hermes. —*Reuter.*

MIDNIGHT RAID.

ARMED ROBBERY CHARGE FAILS.

On the ground of insufficient evidence, Mr. Fraser discharged a man named Ng Kau, who was brought before him at the Kowloon Magistracy yesterday afternoon on a charge of armed robbery on a house in Shanghai Street with two others not in custody.

It was stated by Inspector Fallon, who prosecuted, that the complainant, Chan Mung-kam, was a married woman living on the ground floor of No. 673 Shanghai Street. Shortly after midnight on August 27, defendant with two other men entered her house, and after binding and gagging her and her amah, decamped with a quantity of jewellery and \$100 in cash, their total haul being about \$473.

The first thing heard about the defendant was when he was arrested in 164 Temple Street. At the identification parade, complainant did not recognise him at once, but took some time before doing so. The amah, however, failed to identify him.

Evidence would only be given by the complainant. There was no corroborative evidence, as the amah, who was the only other person in the house at the time, failed to identify him.

Concluding, Inspector Fallon said, "Your Worship, we have only the evidence of one person, and I don't know whether any jury would convict."

His Worship.—It all depends.
Woman's Evidence.

Giving evidence, Chan Mung-kam said she was a married woman and lived on the ground floor of 673 Shanghai Street. On the night of August 26, she returned from her mother's at about 11.15 p.m. and went to the backyard to cool herself as the night was warm. After a while, she sent her amah out to buy some fruit. When the latter returned, three men, of whom the defendant was one, walked into the house, forcing their way in. They were armed with a revolver, a knife and a file, and with these they forced the two women into the backyard. Defendant had a parcel in his hand, and on struggling with him, complainant found it was a knife. In the struggle, defendant cut his hand. The robbers then threatened to kill her if she gave further trouble. They drove both the woman into the living room where they bound and gagged them, after which they ransacked the house. They were in the house for about a quarter of an hour altogether and left with property to the total value of \$473.

After hearing the complainant, His Worship decided that no jury would convict on this evidence alone. The amah failed to recognise the defendant and could not corroborate the evidence given by the

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complainant. The defendant would therefore be discharged.

The defendant, however, was held by the Police on another charge, which is being brought against him. Inspector Fallon intimated that the defendant would be charged in connection with another robbery.

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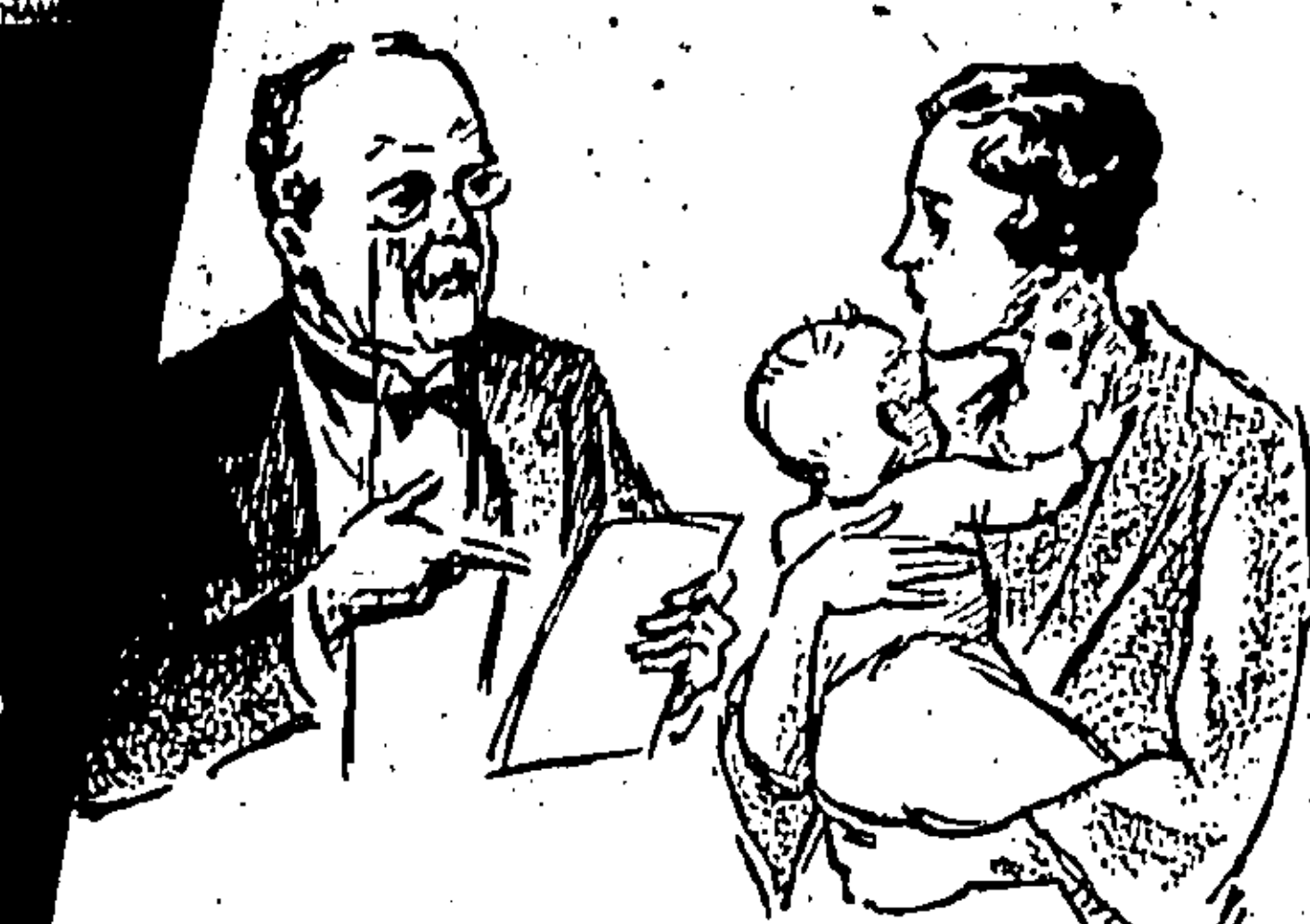
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exercise the greatest care in the choice of baby's food. So much in later years depends on the foundation laid in infancy. With the mother lies a big responsibility, the welfare of the coming generation. The tropics especially call for a healthy constitution. For baby, therefore, the best only is good enough. This is the reason why you should give baby plenty of "BEAR BRAND" Milk. It does more than merely nourish, it builds up the whole system, it paves the way to perfect health and success in life. BEAR BRAND comes from the great Swiss Milk centre, the Emmenthal, it is very rich in nutritive elements, absolutely pure and an infant food par excellence. BEAR BRAND Milk goes to make healthy babies, happy children, successful men and women.

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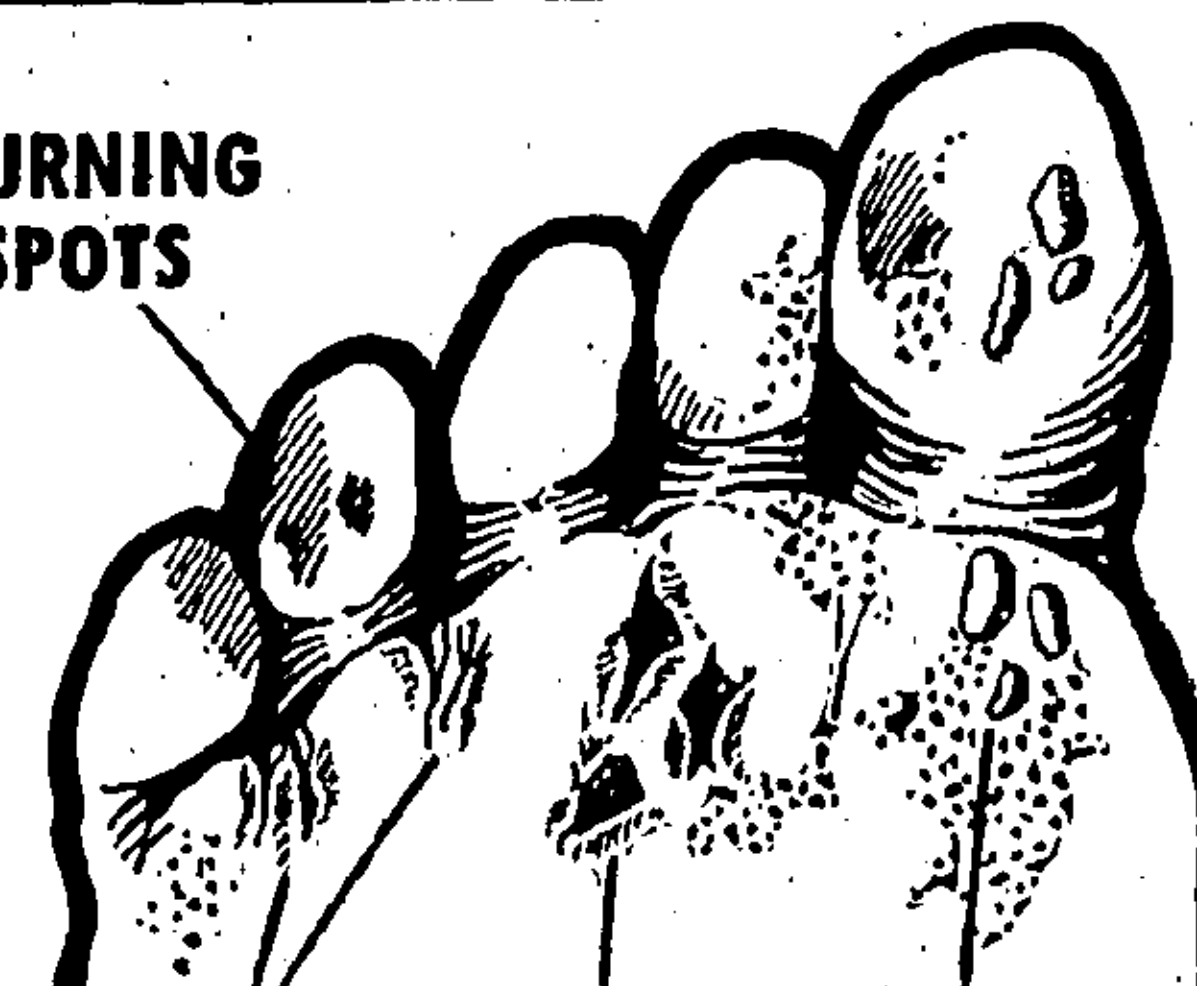
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ABSORBINE JR. for years has relieved sore muscles, muscular aches, bruises, burns, cuts, sprains, abrasions. IT HEALS, soothes—miraculously! Sold at all Leading Pharmacies.
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Avoid colds

By taking SCOTT'S Emulsion which promotes the strength of your system, you can avoid colds, coughs, influenza and all bronchial diseases. Ask for

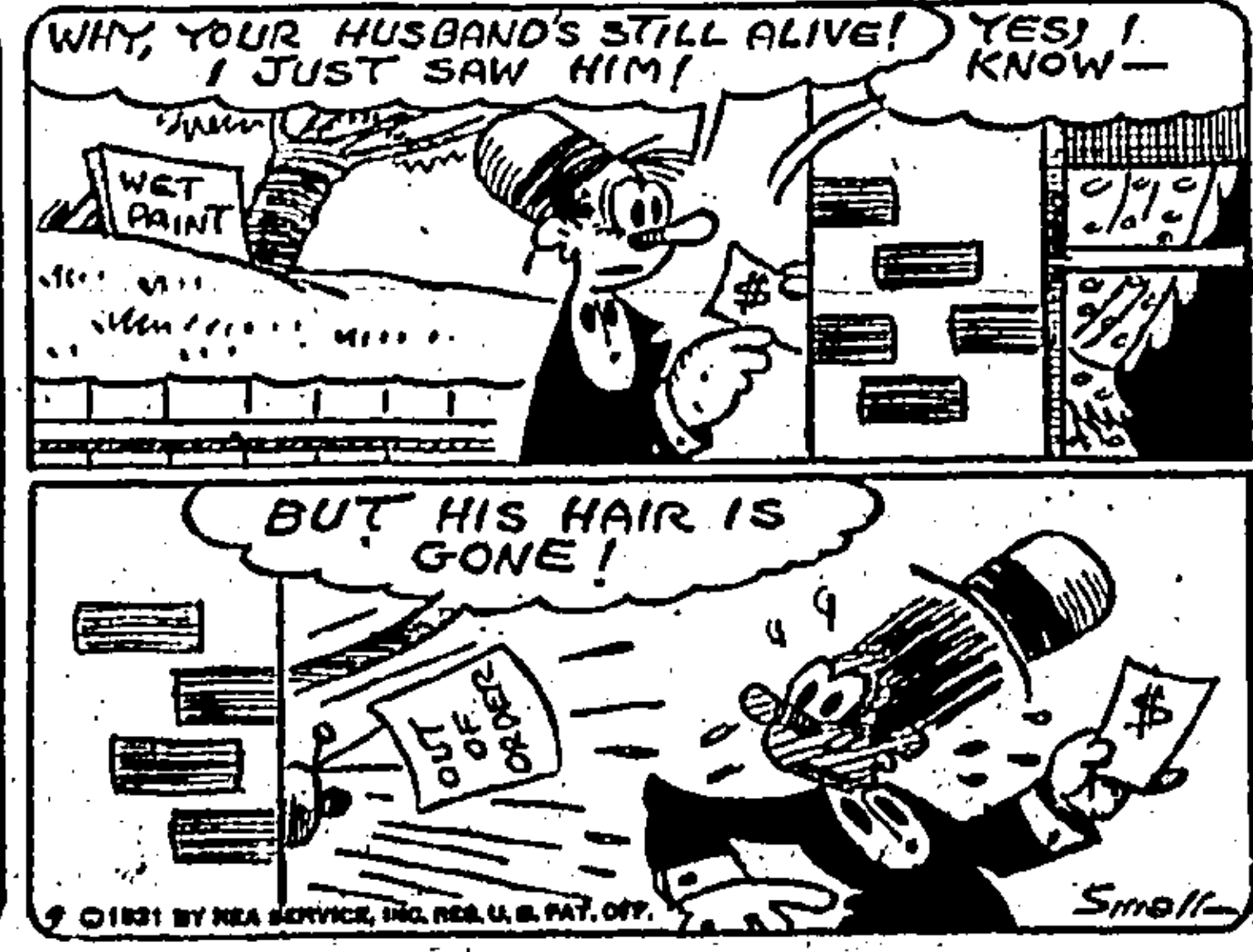
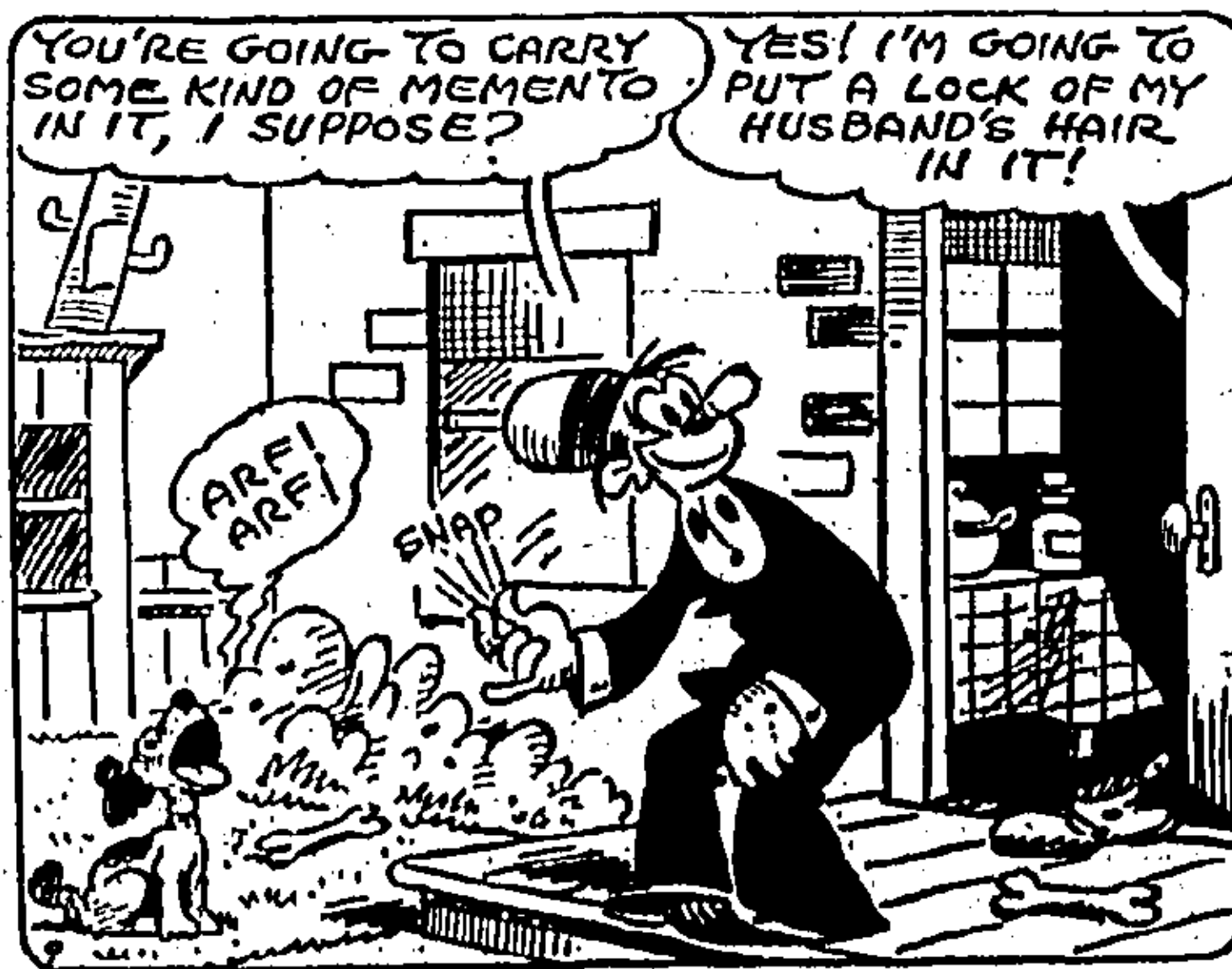
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She Oughta Know!

By Small



QUICK RELIEF FROM INDIGESTION.

No matter how badly or how long you have suffered, you can get speedy relief from indigestion by removing the cause of the trouble. Usually indigestion arises from excess stomach acid which causes fermentation and creates gases that give intense pain. By neutralizing this excess acid and soothing and healing the inflamed stomach lining 'Bismarck' Magnesia not only gives instant relief, but builds up a strong healthy digestion. 'Bismarck' Magnesia is sold by your chemist, and a little in water after eating will quickly stop digestive pain and rid you of stomach trouble.

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Heart of Liane

by MABEL McELLIOTT

BEGIN HERE TO-DAY.

Liane Barrett, 18 and beautiful, tries in vain to forget Van Robard, wealthy polo player, when his engagement to a girl named Muriel Ladd, popular debutante, is announced. Liane's mother, Cass Barrett, is an actress and it is during Cass's engagement in stock at a fashionable Long Island summer colony that the Barretts meet Mrs. Cleopatra, wealthy widow. When Cass goes on tour in the fall Liane becomes Mrs. Cleopatra's social secretary. Cleopatra, the widow, only asks Liane to marry him. Liane cannot inherit his father's fortune unless he marries before he is 25. Liane accepts, knowing the marriage is to be a matter of form only.

Robard, whose mood is changeable, asks her to break the engagement and Liane refuses. Treason Lord and her sister, Mrs. Amberton, come to visit the Cleopatras and Treason, who wants to marry Liane, begins to make trouble for Liane. Treason conspires with a gang of black-magicians but a friendly police lieutenant, Shane McBertram, intervenes. Later Liane is kidnapped to be held for ransom but rescued by McBertram and Liane.

The wedding takes place on Christmas Day and the couple depart on a honeymoon in the south. News comes that Muriel Ladd has eloped with Chuck Beaumont, newspaper reporter. Cleopatra knows kind knowledge that Robard is the man Liane loves and she tries to help her. The couple return north. Cleopatra devotes herself to business and Liane tries not to be bored by social duties. On a shopping trip she encounters Robard. By a trick Robard persuades Liane to come to his apartment alone for tea. He begs her to go ahead with him. Cleopatra arrives and takes Liane home. They quarrel.

CHAPTER XI

Now that the bars were down, Liane rushed on, speaking recklessly. "Van wants me to go away with him," she declared.

"You didn't listen to him?"

"I told him I wouldn't. Oh, don't think me utterly bad. I'm not. Only when he calls I feel I must go. It's like a spell."

Furious anger smote Cleopatra. Desperately she sought the right move. "Promise me you'll not do anything without consulting me," he urged. "As a friend. Nothing more."

She promised. She thought him a thoroughbred that night when, at the dinner party, he moved, spoke, laughed as if nothing had happened.

Old Mrs. Williams, a grande dame in black and silver, bent her head to them at parting. Behind her fan she whispered to Cleopatra but quite audibly. "Such a charming child. We are all delighted with her."

Liane flushed. What would all these people think if they knew? She felt ashamed. Through her mind ran this thought constantly. "He sails on Tuesday. Perhaps I'll never see him again. What shall I do?"

She was sure no one had ever loved so deeply before. These tortures had been invented for her alone. The waiting for the sound of the telephone bell, the busy rilling of letters. She tried to remind herself of her duty. "I am Cleopatra's wife," she repeated. "At least I promised to be that to him."

Her lips twisted at the irony of it. If only she had waited a little while! She had believed this marriage would put a barrier between her and Van forever. She had hoped and prayed the spell was broken. It had not been. Surely this madness must be one of those deathless loves of which she had read. Browning and his Elizabeth had loved that way. Heloise and Abelard. Romeo and Juliet.

Monday found her desperate, dogged by a restlessness which would not let her go. Over the breakfast things she and Cleopatra spoke of casual matters. Both were uneasy.

After he had gone she sat for a long time listless. The servants came and noiselessly set the place to rights. Her life ran on well oiled wheels, she reflected. There was nothing she needed to do. No one needed her—except possibly Van. Cleopatra was utterly self-sufficient. He had his horses and dogs in the country. He had the business now to absorb his thoughts.

Even her mother no longer needed her. Cass was happy, independent, playing better than she had ever played before. She looked younger, less harried.

"I must see her," Liane decided on impulse. Hastily she dressed, arraying herself with care.

Cass was just getting up when Liane arrived. The little apartment looked comfortable and shabby. The lovely green brocade couch Liane had given her was a curious anomaly in the small, untidy room. Liane saw the familiar room with new eyes, eyes that had somehow grown critical.

Cass entered, shrugging into her old red corduroy dressing gown. "I hate to wear that lovely padded thing you gave me around here," she said. "It gets in such a mess."

She apologized thus, carrying in the chipped tin tray with her breakfast. "Have a cup?" Liane drank some of the steaming coffee. She felt staid. She seemed to know now what it was she wanted. She wanted to tell her mother all her troubles.

"What's on your mind, baby?" Cass asked, watching the girl shrewdly.

Liane shut her eyes. Now for it. Now for the plunge. She said, "I'm going to leave Cleopatra."

Cass set down her cup with great deliberation. "Why? You're

not happy with him?"

Liane put out her hand in an impulsive gesture. "It's not that. Cleopatra's splendid." She hesitated before she flung the words at Cass. "I love Van Robard."

"I'm going away with him." Cass awayed a little. Her face had gone dead white. Liane thought she was going to faint.

"Mother, what's the matter?" "She was bending over the older woman, shaking her arm. Liane left her and, flying into the tiny kitchen, brought back a glass of water.

Cass sipped it and shook her head. "Take it away. I'm all right."

Conscience-stricken at the effect of her news Liane sat down again.

"I'm sorry," she began contritely. "I didn't know it would be such a shock to you. I—I had to tell someone."

The colour was coming back into Cass's pale cheeks. She shook her head like a swimmer freeing himself from the bondage of the waves. In a dull voice she said, "There's something you've got to know. I should have told you long ago. God forgive me for a miserable coward."

Her eyes, her tone, struck terror into the heart of the girl. Liane trembled. "What is it? Oh, mother, don't look like that! Tell me."

Walking like an old woman, like someone who has been dealt a mortal blow, Cass rose. She went to the shabby, littered desk in the corner. There was one drawer which Liane knew had always been locked. From this she drew a roll of papers held together by a rubber band.

"These," she said, tapping the roll, "will explain. I will show them to you in a minute." She sat down heavily.

"First of all you must know this. You are not my child at all. You are my sister Luisa's daughter."

Liane whispered, "She wasn't—wasn't married?"

Cass's laugh was short and bitter. "Yes, she was married right enough. The license is here. It'll show it to you in a minute. The man broke her heart. She died when you were born. That's why I hate the whole clan," she finished bitterly.

Still Liane did not understand. "What clan?" she asked.

Cass threw the words at her. "The Robards," she cried.

The girl winced as though someone had struck her. "You mean—"

"Van's father was Dirk Robard. So was yours."

Liane lunged her hands to her eyes. This was mendacious. She said abruptly, "It's not true. Mrs. Amberton told me long ago." She struggled to remember.

"What's not true?"

"Van is not Dirk Robard's son. He was adopted." Fanny Amberton's words came back to her now. "He married Van's mother in 1913. That was three years after I was born."

Cass murmured, "I don't believe it."

"It's true," Liane persisted. "I don't remember what Mrs. Amberton said. Van's real name was but he was Dirk Robard's adopted son."

"It may be so," Cass mused, half to herself. "I was in England in 1913, just before the war started. Mother was taking care of you then."

She whirled on Liane. "But it doesn't alter the main facts of the case," she cried. Half brother or step brother, he's still forbidden to you. He's wicked—conscienceless."

Liane asked, "Why did you hate him so?"

"Because Dirk Robard was wicked, cruel. He met Luisa in Baltimore where she was playing in stock. He was much older—15 or 20 years. He persuaded her to have a secret marriage. They went somewhere on the eastern shore. Luisa didn't tell us until a few months before you were born. By that time he was tired of the arrangement. He was having an affair with some New Orleans beauty and wanted Luisa to divorce him. Poor child! She was so young, so bewildered. She wrote me and told me about it. I brought her home. She died 10 days after you were born. The doctor said she had no will to live."

"And you never heard from my—my father?" Liane whispered.

Cass tossed her head. "Luisa didn't want us to let him know where we was. He never, so far as I know, tried to find her. When she died I mailed him the death notice. He sent lawyers to see us. He had heard there was a child but wasn't sure. I lied to the lawyers. I was afraid they might take you because you were his own flesh and blood. There was some clause in his will, I believe, to the effect that if an heir should appear such a claim was to be thoroughly examined."

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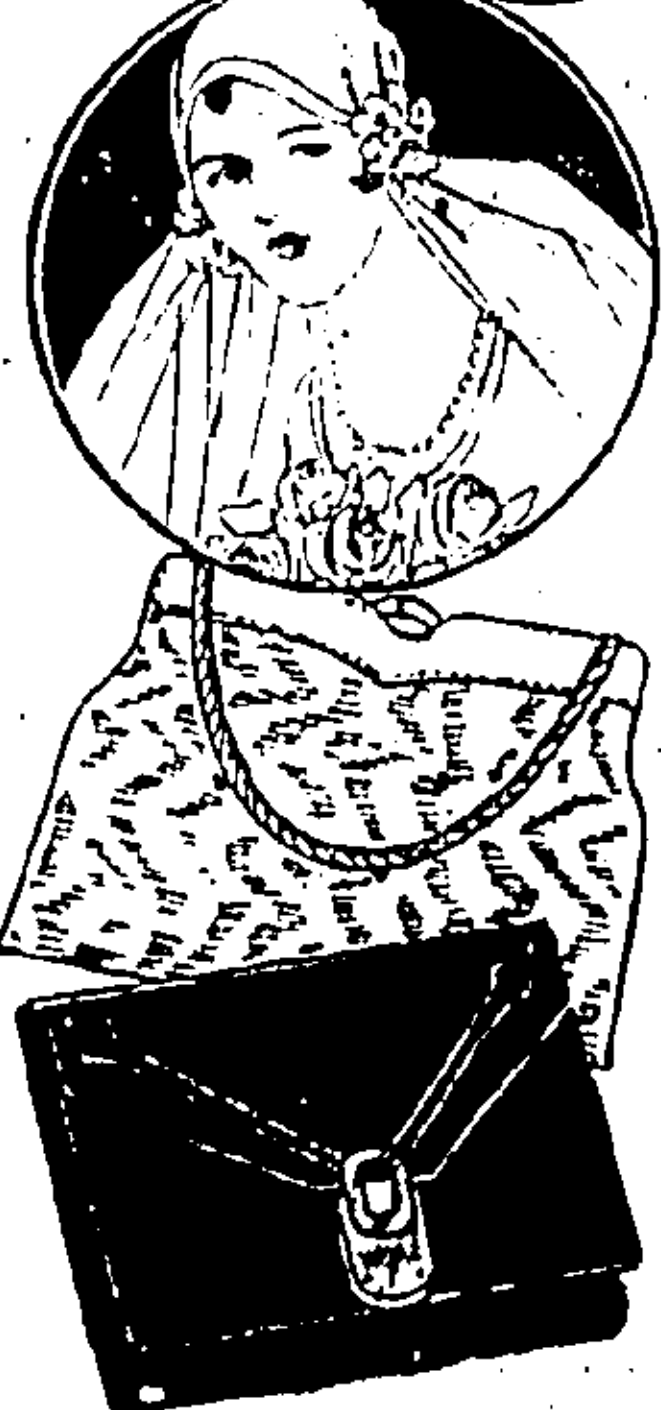
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I think he always suspected there had been a child, but he couldn't prove it. Ton Barrett and I had been married the year before. It was easy for me to pretend you were our daughter.

Her voice softened. "And then I felt, too, that you truly belonged to me. I cared for you from babyhood. I loved you as my own. I was justified in keeping you from that devil."

Liane's eyes were brimming. She put her arm around the older woman. "Of course you were," she soothed. "And when it was so hard, when we were so desperately poor, you must often have repented your decision to keep me."

Cass sat up straight. "Repented? Never! You were mine and I meant to have you."

Liane faced her fingers nervously. "Cleopatra knows this," she asked.

Cass nodded. "I told his mother shortly before you were married. They hid it from me."

"They sat for a few moments in silence. Then Cass broke out again, 'You'll never go to Van Robard now?'"

"I don't know. I don't know. My mind is dizzy from all this."

"Liane, you can't. You wouldn't hurt Cleopatra. The scandal—"

The girl moaned. "I hadn't thought of that."

"You must. Forget this man. He's had dozens of affairs. The women of his own world understand him. You made the mistake of taking him seriously."

Cass added, "Tell me I did right to hold you for my own. Tell me you forgive—" She was on her knees.

"Mother, dearest!" It was Liane's answer.

Cass wiped her eyes presently. "Heavens, I must rush! They called rehearsal for this afternoon."

Together they straightened the place. Liane, a tower pinned over her dove-colored frocks, made the bed and wiped dishes. Constraint held them after their mutual burst of emotion.

"Promise me you won't do anything without telling me first," was all Cass dared to ask on parting.

Liane walked up Broadway, a slim, distinguished figure. Some impulse, born of the old trouper habit, caused her to stop and buy a paper at the corner. Like a needle to a magnet her eyes were drawn to the headline, "Millionaire Killed in Motor Accident."

The name leapt at her, dizzily black. "Van Robard."

3 KILLED IN ITALIAN AIR REVIEW.

KING WATCHES FLIGHT
OF 600 MACHINES.

Ferrara, Sept. 3.
The most spectacular review of air forces ever held in Italy was held this morning in the presence of the King, when 600 machines passed in columns overhead like aerial infantry.

The day was marred by an accident in which three spectators were killed and 11 wounded by a battle plane which crashed and skidded into the grand stand.

Three hundred seaplanes have been already reviewed by the King, and to-day 700 land machines lay in parallel files on the Ferrara aerodrome, which is one of the largest in Europe.

In the early morning light the scene looked like a gigantic specimen board of pinned butterflies. As the machines took the air in successive waves the noise was tremendous. Over the city hundreds of pigeons, terrified and dazed, fell as though shot.

During the aerial march past a special squadron performed continuous acrobatics above the Royal box.

"I don't know. I don't know. My mind is dizzy from all this."

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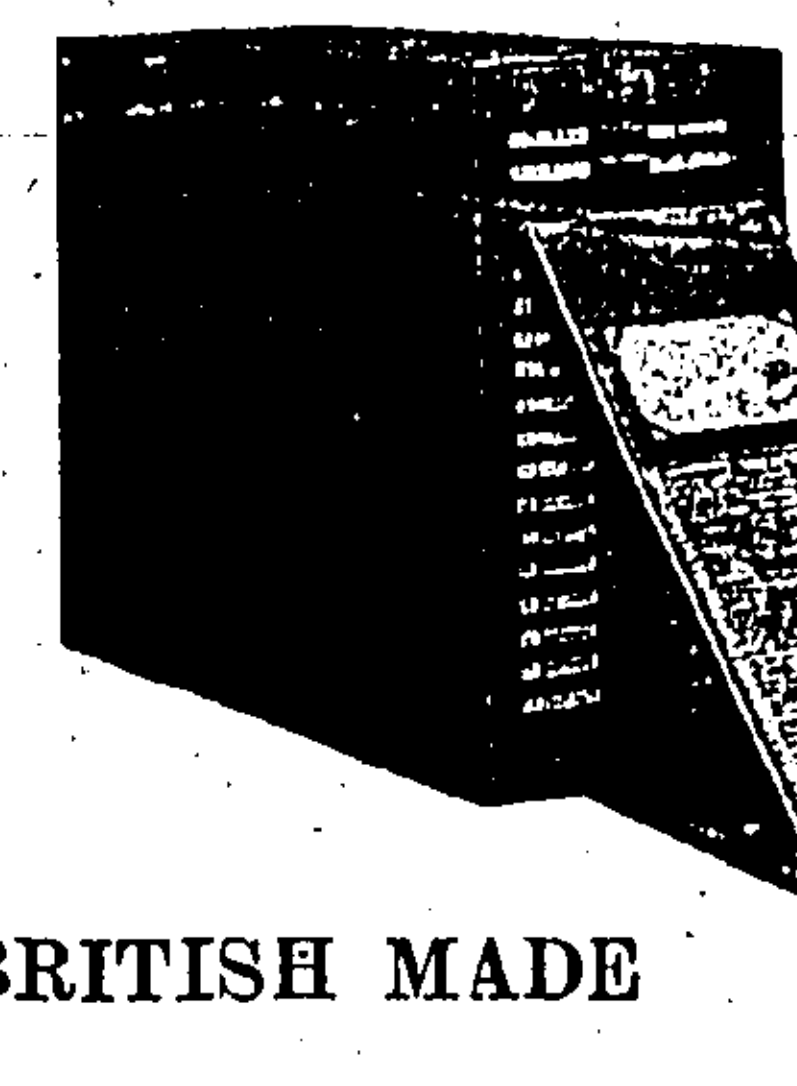
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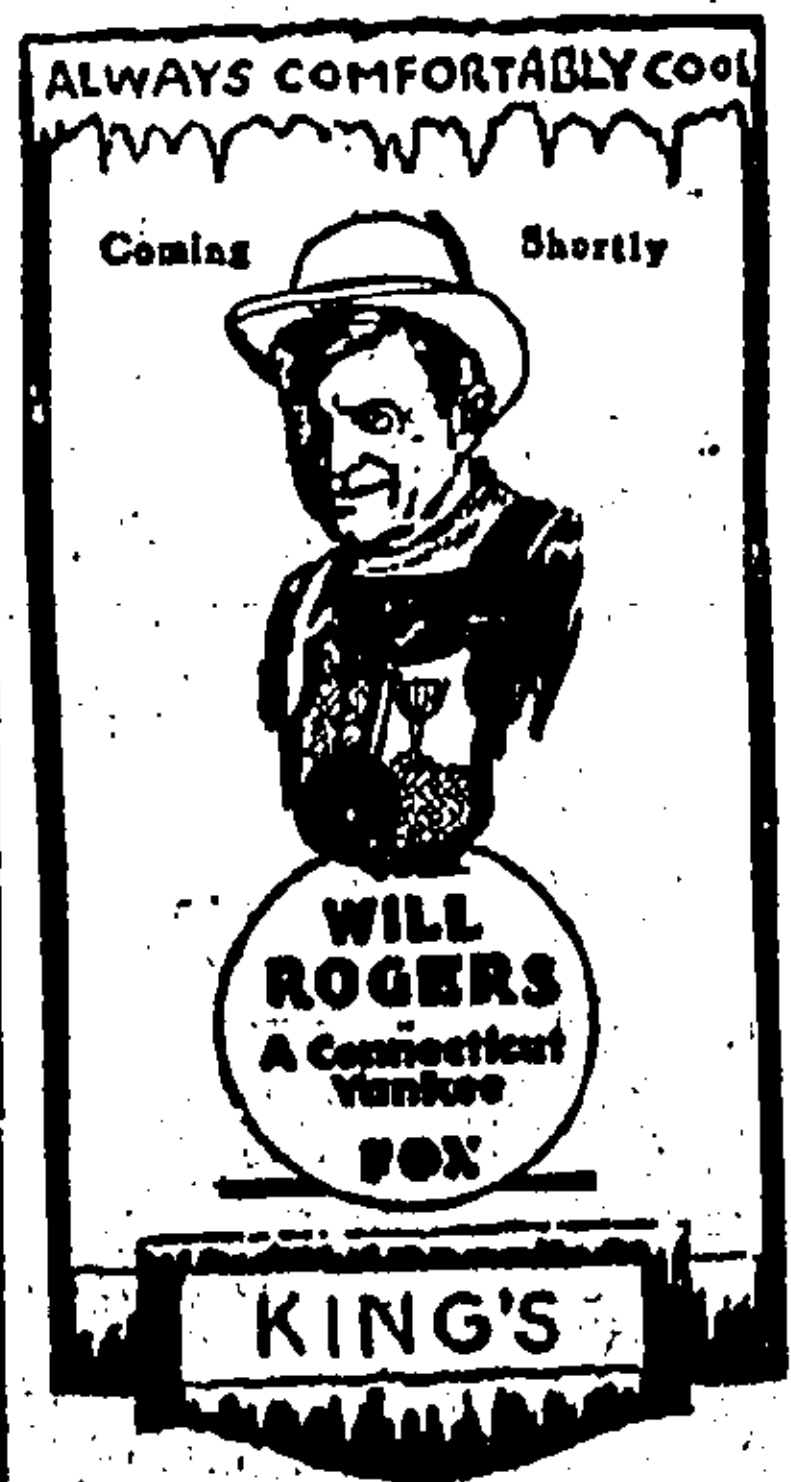
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The following replies have been received:—

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LESSONS in cutting and sewing ladies' dresses given by a lady with long experience. (Paris Diploma). Moderate terms. Room 22, Airlie Hotel, 23, Nathan Road, Kowloon.

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TO LET.—New European FLATS with 4 and 6 rooms in Kowloon near Star Ferry with all modern conveniences including flush, hot and cold water and refrigerator. Apply Sang Kee, Hongkong Bank Building, Tel. 24217.

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Camby Buildings

Flats with modern conveniences.

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MRS. S. UZUNOYE. 67, Queen's Road Co., 2nd floor. Expert Massage.

CHURCH NOTICES.

To-morrow the Eighteenth Sunday after Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. 4th October, 1931. Eighteenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Choral Eucharist and Sermon 11 a.m. Preacher: The Dean. Evensong 6 p.m. Preacher: Rev. H. V. Koop.

Union Church, Kennedy Road. Sunday, 4th October, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher at both Services, Rev. Frank Short, Social Hour after Evening Service, Sunday School: Kennedy Road, 10 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Unreality." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6.00 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

Wesleyan Methodist Church, Wan Chai. (Opposite Royal Naval Hospital, Queen's Road, East). Sunday, 4th October, 1931. Morning Service 10.15 a.m. Preacher: Mr. W. H. Smith. Evening Service 6 p.m. Preacher: Rev. J. C. Knight Anstey. At the Sailors' and Soldiers' Home, Wan Chai. Every Sunday at 8.15 p.m. Service Mens Hour. A hearty welcome is extended to all.

St. Andrew's Church, Kowloon. 4th October, 1931. Eighteenth Sunday after Trinity. 25th Anniversary of Consecration. 8.15 a.m. Holy Communion. 10 a.m. Young People's Service. Primary Sunday School and Young Men's Bible Class. 11 a.m. Morning Prayer and Sermon. Choral Communion. Preacher: Rev. A. D. Stewart. Subject: "Memories of the Past." 2.45 p.m. Children's Service. 6 p.m. Evening Prayer and Sermon. Preacher: Rev. F. A. Armstrong. Subject: "Anticipations of the Future."

MASSEUR R. SHIMIDZU. MASSEUSE S. HONDA. MASSEUSE S. KISAKI. Recommended for many years for Government Civil Hospital, Peak Hospital, etc., and by all the local doctors. 24, Wyndham Street. Tel. 24945.

New Advertisements.

NOTICE.

Notice is hereby given that Messrs. Wm. McEwan & Co., Ltd. and Messrs. Wm. Younger & Co., Ltd. having amalgamated their Naval, Military & Export Business under the style of Messrs. McEwan-Younger Limited, have appointed Messrs. Dodwell & Co., Ltd. and Messrs. Jardine, Matheson & Co., Ltd. Joint Agents for Hongkong and South China as from 1st October, 1931.

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Edinburgh.

NOTICE.

NOTICE is hereby given that the Statutory Meeting of The United Photoplay Service, Limited will be held at the company's studio-office, Ming Yuen Gardens, North Point, Hongkong, on Tuesday, 6th October, 1931, at 3 p.m. for the purpose of considering the Statutory Report and of conducting all other business which ought to be conducted at such Statutory Meeting.

By Order,
Y. C. JEFFREY HUANG,
Secretary.
September 29, 1931.

THE MACAO JOCKEY CLUB.

The FIRST EXTRA RACE MEETING will be held (WEATHER PERMITTING) at Area Preta, Macao, on Sunday, 4th October, 1931, commencing at 1.00 p.m. The first bell will be rung at 12.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they and their ladies must wear their badges prominently displayed. No one without a Badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure at \$1.00 each are obtainable through the Secretary upon introduction by a member.

Members can obtain upon application to the Secretary Badges (limited to one) for the free admission to the Members' Enclosure of wives, Lady relatives and friends. Tiffin and refreshments will be available on the Enclosure.

PUBLIC ENCLOSURE

The price of admission to the Public Enclosure is \$0.50.

Children under the age of 15 years will not be permitted in either enclosure during the meeting.

No dogs will be permitted on the Race Course.

STEAMERS

The S.S. "Tai Shan" will leave Hongkong at 8.30 a.m. returning from Macao at 5.30 p.m.

By Order,

W. L. ALEXANDER,
Secretary
Hongkong, 26th September, 1931.

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 5th day of October, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Kau Pui Shek, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing in sq. feet	Containing in aqr. feet	Annual Rental	Upset Price
1	Kowloon Lot No. 264.	At Kau Pui Shek, in the Colony of Hong Kong, near the T. S. Street.	N. 8. E. W. 100 feet by 100 feet.	10,000	230	\$22	\$1,473

G. R.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on Monday, the 5th day of October, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Containing in sq. feet	Containing in aqr. feet	Annual Rental	Upset Price
2	Kowloon Lot No. 320.	At Wong Nei Chung, in the Colony of Hong Kong.	N. 8. E. W. 100 feet by 100 feet.	10,000	230	\$22	\$1,473

HONG KONG TECHNICAL INSTITUTE.

The Institute will re-open on Wednesday, October 7th. Entry forms and copies of Prospectus may be obtained at the Education Department or at the Central British School.

MRS. MOTONO.

Massage.
Hand and Electric
31th, Wyndham Street.

A ONE-MAN COUNCIL.

DESPITE ARMY'S HEAVY HAND.

Foulness Island, Sept. 6. I have discovered trouble for England right on her own doorstep. Foulness Island, our bulwark to the north of the Thames mouth, has fallen foul of the mainland. Already notes have passed.

Here on Foulness Island the inhabitants have no Parish Council to govern them. The members and the clerk resigned and did not offer themselves for election; despite this, order prevails in the village and one would never imagine there was friction between the islanders and the mainland.

The reason there is no Parish Council is:

(1) There is not sufficient work for it; and
(2) Foulness believes it should be excused part of the rate imposed by the Essex County Council.

The County Council, noting with alarm that there was no authority in the village, with which to transact business, asked the vicar, the Rev. J. H. Stanton, who used to be parish council clerk, if he would act in case anything required the official attention of Foulness.

Challenges.

When the County Council ratifies this appointment, Mr. Stanton will be in effect the only one-man council in the country.

The chief work of the parish council, it appears, is to deal with a sum of money owned by Foulness, which goes to relieve its rates.

The island is under military control, the houses stand on military land, the rents are paid to the military and you are not allowed to go into the village without being challenged.

The village street is a concrete road kept up by the military, ducks swim in military ponds, hens scratch on military land and cows feed on military pastures, the water supply is in the hands of the military, and the village street may be closed by them at any time.

Even if an inhabitant is hurrying to catch a train he may find that the bridge connecting with the mainland may be closed by them at any time.

What is Left?

Buses and motor-coaches may not run without military permission.

By the time the military has its say, what is left for the parish council to talk about? But the authorities on the mainland believe that England may wish to get in touch with a public body on the island.

Foulness in effect replies:

"Considering what the military does for us, and considering the amenities which do not come out of your funds, why should we pay full county rates? Something ought to be deducted. Think that over, and perhaps the main land will have a public body here to treat with."

Mr. Stanton impresses upon me that the village did not want to escape any just taxation, and was perfectly willing to pay its fair share, and everyone told me how well the villagers get on with the War Office authorities. The island is used for work in connexion with the Royal Engineers.

Everyone is hoping for peace with the mainland.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	100	100 1/2
Geneva	20	20
Berlin	10 1/2	10 1/2
Oslo	18	17 1/2
Helsingfors	100	170
Athens	300	300
Buenos Aires	33 1/2	1/5 1/2
Shanghai	1/6	3/9
New York	3/9	9 1/2
Amsterdam	9 1/2	10 1/2
Stockholm	17	30 1/2
Vienna	30 1/2	45
Madrid	43 1/2	600
Bucharest	605	1/1 1/2
Montevideo	22 1/2	28 1/2
Hongkong	1/1 1/2	73
Brussels	28	17 1/2
Milan	77 1/2	135
Copenhagen	18	100 1/2
Prague	130	1/5 1/2
Lisbon	109 1/2	2/5 1/2
Rio	3 1/2	16 1/2/10
Bombay	1/5 1/2	10 1/2
Yokohama	2/6	
Silver (spot)	16 1/2/10	
(forward)	10 1/2	

—British Wireless.

POST OFFICE NOTICE

POSTAL RATES.

LETTERS: Local 3 cts.)
China and Macao 4 cts.) per oz.
British Empire (except via Siberia) 12 cts.)
British Empire (via Siberia) 20 cts.) first oz.
Foreign Countries 10 cts. each succeeding oz.
Foreign Countries 20 cts. first oz.
Foreign Countries 10 cts. each succeeding oz.

POSTCARDS: Local, China & Macao 2 cts. each
All other places 8 cts. each
Registration: The fee for registration is the same in all cases—20 cents.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.
Times of closing Shanghai-Manchouli Airmails are advertised on the outward Mail list below.

INWARD MAILS.

From	Per	Date
Europe via Negapatam (Letters and Papers) London, 3rd September.	Kashima Maru	October 3.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C., 12th September) and Europe via Siberia (London, 14th September).	Emp. of Canada	October 3.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 4th Sept.).	Pres. Monroe	October 3.
Amoy	Sirdhana	October 3.
Manila	Pres. Jefferson	October 3.
Calcutta and Straits	Yuen Sang	October 4.
London Parcels only (London, August 27.).	Glaucus	October 4.
Shanghai and Swatow	Sochow	October 4.
Australia and Manila	Nellora	October 4.
Shanghai and Amoy	Taiyuan	October 5.
Japan	Brisbane Maru	October 5.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 11th Sept.).	Pres. Jackson	October 5.
Europe via Suez (letters and papers), London 10th September and parcels 3rd Sept.	Arizona Maru	October 6.
Japan and Shanghai	Naldora	October 8.
U.S.A., Canada, Japan and Shanghai (Seattle, 10th September)	Mantua	October 9.
Australia and Manila	Pres. Madison	October 9.
Japan and Shanghai	Chenonceaux	October 9.
Saloon	D'Artagnan	October 13.
Canada, U.S.A., Japan and Shanghai (Vancouver B.C., 26th Sept.).	Empress of Russia	October 14.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 19th Sept.).	Taiyo Maru	October 16.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 18th Sept.).	Pres. Van Buren	October 17.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 25th Sept.).	Pres. McKinley	October 19.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Fort Bayard, Heliow and Tourane	Tchekam Sat., Oct. 3, 1 p.m.
Haiphong	Canton Sat., Oct. 3, 2.30 p.m.
Shanghai and Japan	Kashima Maru Sat., Oct. 3, 3.30 p.m.
Samsui and Wuchow	Kong Ning Sat., Oct. 3, 4 p.m.
Shanghai, Japan, U.S.A., Canada, Central and South America and Europe via Victoria B.C. and Europe via Siberia	Pres. Jefferson Sat., Oct. 5, 3 p.m.
Parcels	Reg., 4.15 p.m.
Letters	Reg., 4.15 p.m.
(Due Victoria B.C., 20th October).	
Foochow via Swatow	Chipshing Sat., Oct. 3, 5 p.m.
Amoy	Antung Sat., Oct. 3, 5 p.m.
Manila	Emp. of Canada Sat., Oct. 3, 5 p.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden and Egypt	Cracovia Sat., Oct. 3, 5 p.m.
*Manila	Pres. Monroe Sat., Oct. 3, 5 p.m.
Formosa	Benvenich Sat., Oct. 3, 5 p.m.
Foochow via Swatow	Hulchow Sun., Oct. 4, 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru Sun., Oct. 4, 9 a.m.
Manila	Iowa Sun., Oct. 4, 9 a.m.
Bangkok via Swatow	Kwangtung Mon., Oct. 5, 1.15 p.m.
Swatow	Hydrangea Mon., Oct. 5, 3 p.m.
Manila, Australia and New Zealand via Brisbane	Brisbane Maru Mon., Oct. 5, 3 p.m.
Parcels	Reg., 4.15 p.m.
Letters	Reg., 4.15 p.m.
(Due Brisbane, 19th October).	
Japan and *Canada via Vancouver B.C.	Hikawa Maru Mon., October 5, 4.15 p.m.
Reg.	4.15 p.m.
Letters	4.15 p.m.
(Due Vancouver B.C., 26th October).	
Shanghai and *Europe via Siberia	Hikawa Maru Mon., October 5, 5 p.m.
Reg.	5 p.m.
Letters	5 p.m.
Straits and Calcutta	Sirdhana Tues., Oct. 6, 1 p.m.
Parcels	Neon
Letters	1 p.m.
Swatow, Amoy and Foochow	Hai Ning Tues., Oct. 6, 2 p.m.
Manila	Pres. Jackson Tues., Oct. 6, 4.30 p.m.
Amoy	Yuensang Tues., Oct. 6, 5 p.m.
Swatow	Hopsang Wed., Oct. 7, 8.30 a.m.
Sundakan	Yusang Wed., Oct. 7, 10.30 a.m.
Straits and Calcutta	Kutsang Wed., Oct. 7, 1 p.m.
Parcels	Letters
Straits, Ceylon, India, Mauritius, East and South Africa and *South American Ports	Arizona Maru Wed., Oct. 7, 10.30 a.m.
Swatow, Amoy and Foochow	Haiyang Fri., Oct. 9, 1 p.m.
Shanghai, Japan, Canada, U.S.A., Central and South America, and *Europe via Vancouver B.C. and Europe via Siberia	Empress of Canada Sat., Oct. 10, 3 p.m.
Parcels	Reg., 4.15 p.m.
Registration	Oct. 9, 9.15 a.m.
Letters	Oct. 10, 10 a.m.
(Due Vancouver B.C., 26th October).	
G.P.O.	
Parcels	Oct. 9, 5 p.m.
Reg.	Oct. 10, 9.45 a.m.
Letters	Oct. 10, 10.30 a.m.
(Due Marseilles, 6th Nov.)	
Shanghai, Japan, Honolulu, U.S.A., *Canada, C and S America and *Europe via San Francisco	President Jackson Tues., Oct. 13, 10 a.m.
Parcels	10 a.m.
Reg.	11.45 a.m.
Letters	12.30 p.m.
(Due San Francisco, 3rd November).	
Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and *Europe via Marseilles	Chenonceaux Tues., Oct. 13, 10 a.m.
Registration	K. P. O.
Letters	10 a.m.
Reg.	11.45 a.m.
Letters	12.30 p.m.
(Due Marseilles, 13th November).	

*Superficial Correspondence only.

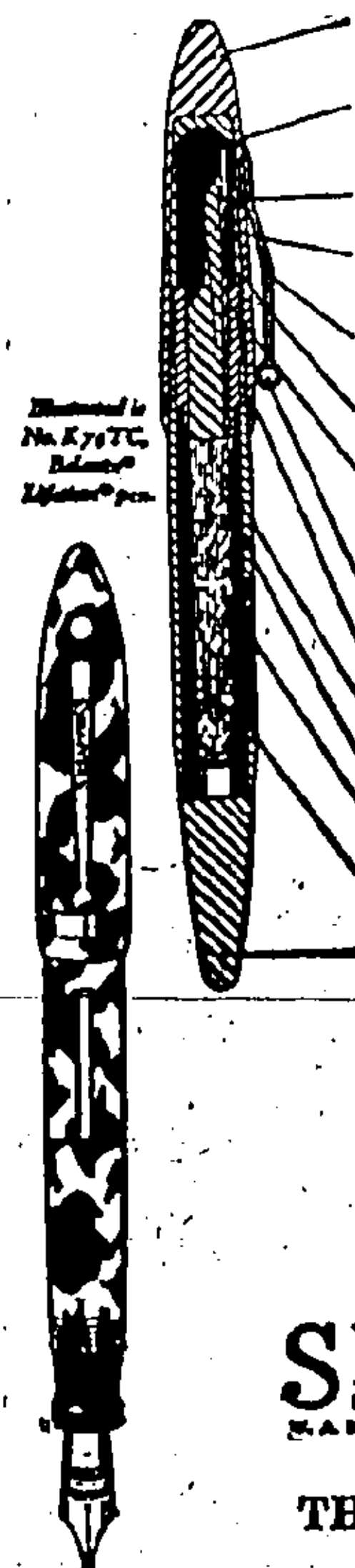
COUNT THE TELEGRAPHS

ON THE PEAK TRAM
ON THE FERRIES
IN THE CLUBS
IN THE HOTELS
IN THE HOMES

EVERYWHERE!

Then Advertise where it
PAYS TO ADVERTISE!

Circulation certified by Messrs
Loun, Bingham and Matthews,
Chartered Accountants.



Fourteen Reasons for Lifetime Service

The unconditional guarantee of a Sheaffer Lifetime is based upon fourteen exclusive features you should know about. Study the detailed cross-section of the Lifetime pen, to the left. Then ask your dealer to demonstrate. Consider what this Sheaffer guarantee means to you... a promise that any style of Lifetime fountain pen you may choose will serve you loyally throughout your lifetime. Fountain pens and pencils of new marine green, black, jade green, and black and pearl unbreakable Radite.

SHEAFFER'S
Fountain Pens and Pencils of new
marine green, black, jade green,
and black and pearl unbreakable
Radite.

THE SUN CO., LTD.

Distributors.
Des Voeux Road, Central.



WE HAVE JUST
OPENED A NEW
SHIPMENT OF

**"FORMFIT"
GIRDLES.**

ALSO—

**HATS,
HAND-BAGS,
and
WOOLLEN
JUMPER
SUITS.**

All of the Very
Latest.

We Advise an Early Visit.

LE BEAU
KING'S THEATRE BUILDING
D'A' ULLAR STREET.

ANNOUNCEMENT



ELIZABETH ARDEN

has sent her personal representative,
Mrs. Ann Tryder, who has had years
of experience in the Arden Salon.

It comes in for a private consultation without
charge, and receive her personal advice on
cosmetics and treatment of the skin. The re-
presentative is not permitted to sell preparations.

Lane, Crawford, Ltd.
1st Floor.

FELIX HAT SHOP

York Building, Chater Road.



Now Showing
the "Maurene" Frocks
The Last Word in Smartness and Quality.

WOMEN'S WORLD FOR OUR LADY READERS.

GLAMOUR IS FASHION'S RULE FOR EVENING.



(By Joan Savoy.)

When the
candlelight
begins to
hunt for
songs that
belong to
gaiety and
romance, you
must know that
your gown is
correct if you
want to capture
the party spirit.
You will be
gay and sophis-
ticated and de-
votingly demure
at the same time
if you choose a
material that
shows some
intelligence in
itself instead of
relying entirely
on its lines to
get it across.

This evening
dress, uses a
shaded black
chiffon cut in
such a way that
every line of the
dress means a
rounding of the
figure. It widens
the shoulders,
moulds the bust
and hips, and
flutters into a
very graceful,
airy skirt.

There is
nothing ornate
about it, but its
simplicity and
femininity are
unusually effec-
tive.



Esther A. Scheraga

GIDDINESS.

(By a Family Doctor.)

Giddiness is a symptom that may
be produced by many different
causes.
In younger people giddiness, en-
getting up in the morning often is
due to a poor control by the brain
of the circulation. More exercise
and fresh air will generally improve
the condition. If one can get a run
of ten with sugar in it on first
getting up the symptoms will often
disappear.

Feelings of dizziness are com-
monly due to anemia. They may
also occur in certain forms of heart
disease. Various kinds of giddiness
may be due to disease of the
central nervous system; there may
be unsteadiness which is only notice-
able in the dark, there may be
giddiness associated with severe
headache, which is most marked
in the morning, and there may be

sudden attacks in which the whole
room whirled round one and one
falls to the ground.

All these various forms of diz-
ziness, giddiness, unsteadiness of gait
and the severe attacks of "vertigo" or
may be the first sign of some under-
lying disease—which may be serious
or not, but which in any case should
be treated early.

In old age giddiness may be the
result of "arterio-sclerosis"—that
thickening of the arteries which
comes on in many people as age
advances. It should be taken in
hand early.

In this disease above all others
bodily rest and lack of mental worry
are of paramount importance.

Particularly should you rest after
meals—for about three-quarters of
an hour.

Walking should be reduced, worry
avoided, the diet should be light
and meat particularly reduced, the
bowels should be kept free and the
patient should take plenty of sleep.

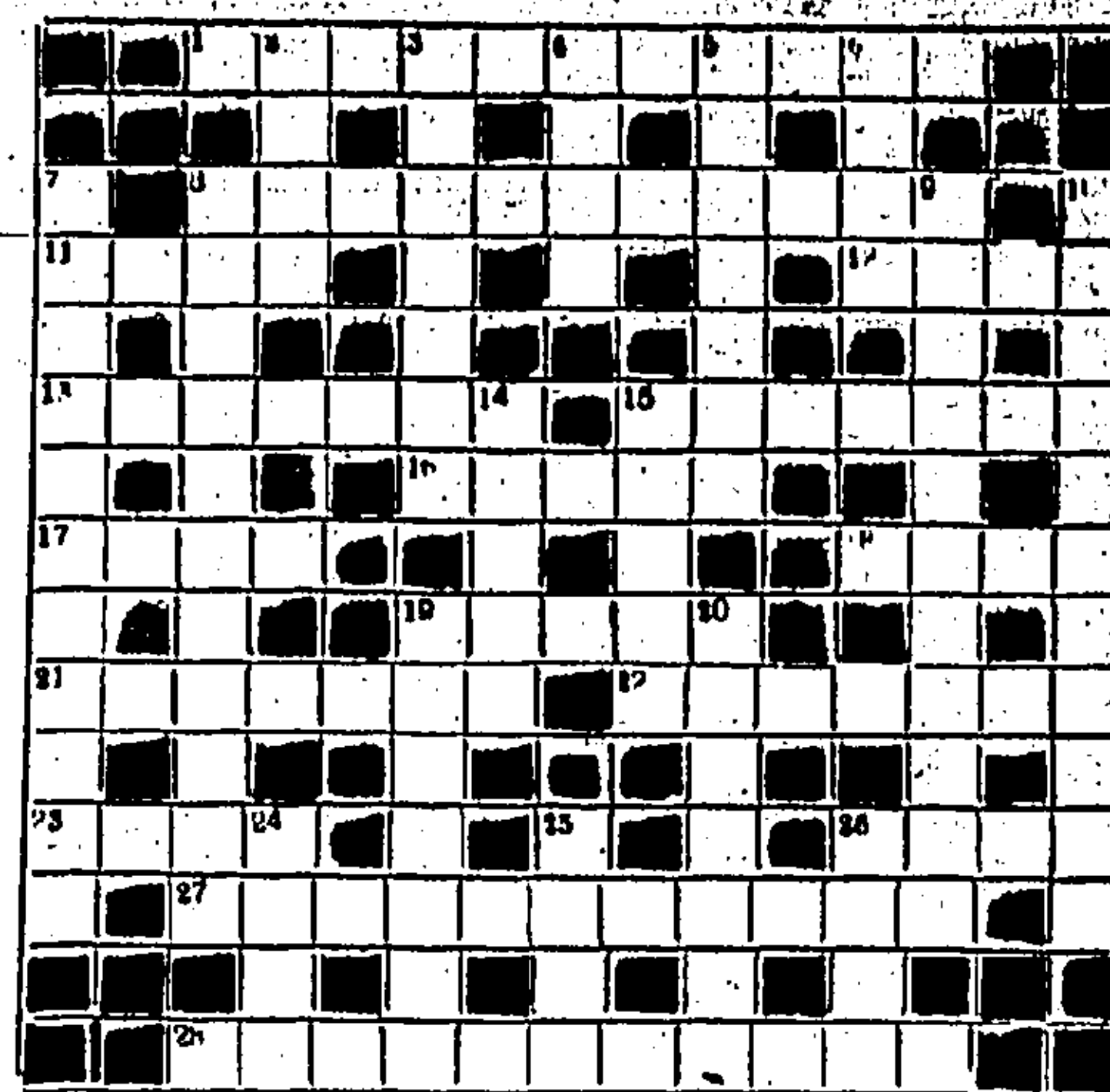
TO-DAY'S RÉCIPÉ.

Raisin Trifle.

One cupful seedless raisins, two
tablespoonfuls sherry or fruit
juice, 6 small sponge cakes, 1 pint
custard, 1 gill cream, sugar,
flavouring to taste, a little
angelica, a few blanched almonds.

Chop the raisins, put them into
a small sauce-pan with the sherry
or fruit juice, and heat them
gently until soaked, but do not
boil. Split the sponge cakes and
pile them up in a glass dish in
layers with the raisin mixture.
Pour the custard, sweetened and
flavoured to taste, over and set
in a cool place until thoroughly
cold. Then cover with the cream,
whipped and sweetened to taste.
Decorate with the angelica,
almonds, and a few fat, plumped
raisins.

OUR BRITISH CROSSWORDS.



Across.

- 1 Ethiopian, change thy spots,
or
- 8 Member of a City Company.
- 11 Part of your mouth.
- 12 Cheesman.
- 13 Parvenu.
- 16 Most courageous.
- 16 Surroundings of this are quite
dry, but it sounds as if they were
wet.
- 17 In which all girls look equally
pretty.
- 18 Proposition.
- 19 Spanish, but might be Norse.
- 21 "Wide row" (anag.).
- 22 He'll never rub you up the wrong
way.
- 23 If you make a slip here, you
won't be far off—it's easy to
correct it.
- 26 The finale of Lohengrin.
- 27 A spelling bee would hit on this
flower at once.
- 28 A costly fur (two words).

Down

- 2 Take it easy.
- 3 By Euripides, and the leading
artists do it when there is a
vacancy.
- 4 In one's birthday suit.
- 5 Kind of silk.
- 6 Change direction.
- 7 If a ship this, a this may serve
to float it successfully.
- 8 Beef accompaniment.

- 9 Carlyle's "sea-green incorrup-
tible."
- 10 Does this contain more feet in
winter than in summer? A slip-
pery matter, anyway. (Two
words.)
- 14 Oh—, Father—, to whom the
Romans pray! (Macaulay).
- 15 Decapitate this flower and get a
machine.
- 19 Dogs.
- 20 He had more than liberal ten-
dencies.
- 24 You can make a rod or perch
out of this.
- 26 Continent.
- 28 Abbreviated county.

Yesterday's Solution.

DESPERADO L L A A
L U E F H E L M E T
W I N D L A S S O B E T
N D D S L A Z I E R
G I L L I E R I C T A
N E R R O R S Y R I A O
S A F O U T L I N O T
E X P A N S I R E T I N U E
N E A H H O D
T H R U S T U N D U E D
C S W A L M A D M I R E
M A I D E N A N N E Y
E S D A C C O L A D E
N U T M E G G F I E F
T S N R E P R I M A N D

STICKLERS

I SAW AN ANIMAL
TALLER THAN A TREE.

In the above sentence, spelled out in
proper order, is hidden the name of an
island located in the Mediterranean. Can
you find it?

TENDERS ACCEPTED.

LATEST LIST ISSUED BY
GOVERNMENT.

The Government has accepted the
following tenders:
Construction of a store and
Lavatory at the Tai Po Land Office.
—Messrs. Chung Lee & Co.
Winter Clothing for Prison Staff.
—Messrs. Hoo Hing.
Making, clearing and repairing
Forestry Paths and Fire Barriers
1931.—Messrs. Sam Kee.
Furniture for the New Maternity
Block, Kowloon Hospital.—Messrs.
Tak Hing & Co.
Repairs to S/L No. 7 Police
Launch.—Messrs. W. S. Bailey &
Co., Ltd.
Hongkong Public Gardens Ser-
vice Reservoir.—Messrs. Yee Lee
& Co.
Supply of Rations for Indian
Police, 1932.—Messrs. Abbas Khan
& Co.
Purchase of Waste Paper from
the Prison Department.—Messrs.
Chan Ching Kee.
Purchase of a quantity of old
material.—Messrs. Cheong Wo &
Co., Cheung Chun Yee, Yee Woo
Shun Kee, Wing Lee Wo, Whampoa
Cam Co., Fook Hing Cheung, Wong

Yesterday's Solution.

VANITY
FAIR
THACKERAY

The book is "Vanity Fair" by Thack-
eray. The supplied letters are the heavy
ones shown above.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close
of the sugar market yesterday has
been received by Messrs. Pen-
treath and Co.

London Terminals.

March 1932 6/8 down 1/2d.
May 1932 6/9 down 1/2d.
August 1932 6/10 1/2 down 1 1/4d.
December 1931 6/6 no change.

New York Terminals.

March 1932 1.37 up 2 pts.
May 1932 1.41 up 2 pts.
July 1932 1.46 up 2 pts.
September 1932 1.49 up 1 pt.
December 1931 1.39 no change.

Yat Fec, Hip Yick, Yan Yick, Lam
Cheong and Shing Kee Hop.

FRECKLES AND HIS FRIENDS

A New Development!

By Blosser

FLETCHER'S HAIR TONIC

It is the ONE reliable hair preparat on.
It does remove DANDRUFF—and it
does more. It stimulates the HAIR
ROOTS, heals scalp irritation, and
leaves the hair Soft, Lustrous and Full
of Life.

Take care of your hair while you've got
it! Start with Fletcher's Hair Tonic
to-day.

THE PHARMACY

Asiatic Building, 26, Queen's Rd. C.
Telephone 20245.

EXTRA!!

ACTING ON A
TIP FROM
FRECKLES,
DETECTIVE STEELE
AND A SQUAD
OF POLICEMEN
TRAP FARBAR'S
GANG, IN THE
ACT OF BREAKING
INTO A BANK....
FARBAR, AS
USUAL, MANAGES
TO ELUDE
CAPTURE....
FOXY FARBAR!!





REFRESHING!
STIMULATING!
STRENGTHENING!
WHITBREAD'S
PALE ALE
BRITAIN'S BEST BEER.
THE PRODUCT OF A BREWING
EXPERIENCE EXTENDING OVER
200 YEARS AND THE BIGGEST
SELLER IN ENGLAND TO-DAY.

Sole Agents.
A. S. WATSON & Co., Ltd.

NOW ON SALE

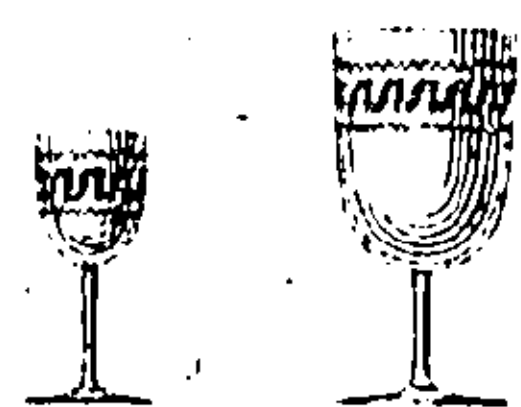
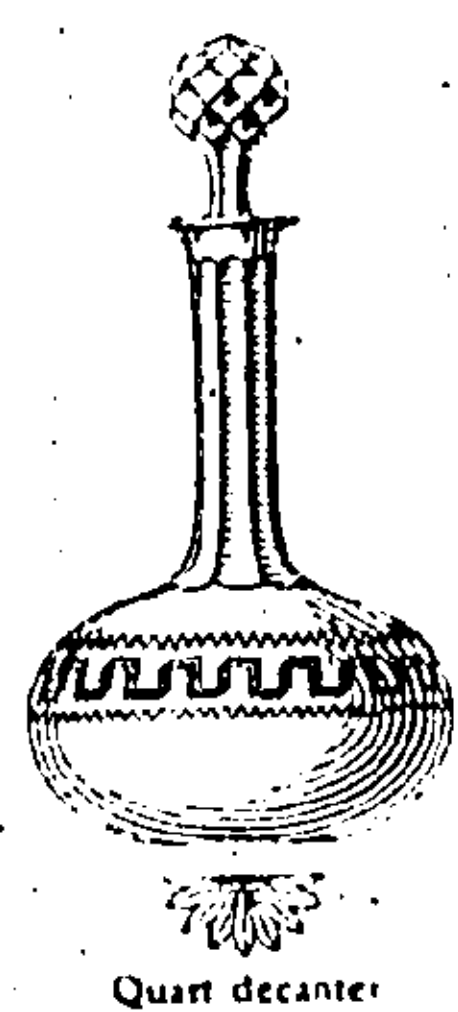
The New
Victor Records
for September

Including Two Additions to the Musical Masterpiece Series.

M-94 Chopin's Ballades—Played by Cortot
C-15 Waltzes of Johann Strauss—Played by famous European Orchestras.

S. Moutrie & Co., Ltd.
CHATER ROAD.

"KEY PATTERN" No. 45278



Liquor

Champagne

Half-pint tumbler



Sherry

Port

	Per doz.	per
Liquor glasses ...	7.50	
Sherry " " " "	9.50	
Port " " " "	9.50	
Claret " " " "	11.00	
Champagne, " " " "	15.50	
Custard " (on foot) 10.50		
" " (without) 8.00		
Cocktail tumblers ...	6.00	
1/4 pint " " " "	6.50	
1/2 " " " "	7.50	
2 " " " "	9.00	
1 " " " "	10.50	
Finger Bowls ...	14.50 doz.	
Ice plates ...	14.50	
Hook glasses, ruby 29.00		
" " green 20.50		
Jugs, 2 pints ...	4.00 each.	
" 1 1/2 " " " "	3.50	
" 1 " " " "	2.50	
Decanters, 1 pint 4.50		
" Quart 5.50		
" Claret 6.50		

Glassware Dept.

Phone 28151.

Lane, Crawford, Ltd.

WATCH THIS AD. DAILY FOR GOOD AUTO VALUE

CHEVROLET STANDARD
SEDAN NEW 1931 MODEL—
5 WIRE WHEELS—SPARE
TIRE & TUBE, GREEN.

PRICE HK\$3,640.

CHEVROLET 3-TON SIX
WHEELER TRUCK CHASSIS
26.33 h.p. 173" W. B. NEW
1930 MODEL complete with 7
Tires and Tubes.

PRICE HK\$2,750.

MORRIS COMMERCIAL 1930
MODEL TX-PI BUS CHASSIS
—COMPLETE WITH 18-PAS-
SENGER BUS BODY LESS
than 11,000 MILES

PRICE HK\$4,000.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGE

THE HONGKONG HOTEL GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
25, Queen's Road C. and Stubbs Road.

The Hongkong Telegraph

SATURDAY, OCTOBER 3, 1931.

GENERAL ELECTION OUTLOOK.

Unfortunately, we think, Britain is to be plunged into a General Election within the next few weeks. The necessity for it does not appear at this distance. When the National Government was formed, it was intended that, once the immediate problem of balancing the Budget had been solved, the three parties were to revert to their usual labels. The situation, however, has not developed quite on the lines expected. Because of the revolt of Labour, the Government has become in reality a Conservative Administration, with a Labour Premier, supported by the Liberals. The Budget has been balanced, but, even so, there appears no intention of the Conservatives and Liberals parting company. The reason for this must be that the emergency is not over; hence the proposal to keep Liberals and Conservatives together, with a small sprinkling of Labourites. The query naturally arises why it should, in the circumstances, be necessary for the Government to appeal to the country. It has a working majority and could remain in office if it chose to do so.

The tariff issue has undoubtedly been the main factor in the decision to dissolve, presumably because the Conservatives wish to test the feeling of the country on this point. But surely if there is a majority in the Government favourable to tariffs, the experiment could be made without seeking a mandate therefor. This would be a bad principle to urge in normal times, admittedly, but the times are not normal. That being the case, the Government could take the stand that it is entitled to put into force any measures which it deems wise in the national interest, just as it did in coming to the decision to abandon the gold standard. The election will be regrettable because it is likely to engender uncertainty abroad as to the future of Britain. It is, indeed, conceivable that if Labour were returned, unfavourable reactions would be experienced, and a situation created which the formation of the National Government was intended to avoid. There is, however, one fortunate circumstance, namely, that the suspense will not be prolonged. The election is to take place very shortly, and, unlike conditions in the olden days, it will not be spread over several weeks, there being but one polling-day. Whatever the result, the country will

have given its verdict one way or the other, and the atmosphere thus be cleared. Fought on the new basis of National candidates versus Labour, there will be no question of a stalemate; one side or the other will win. It is to be presumed that Liberals and Conservatives will stand as National nominees, and that where there is a sitting Tory he will not be opposed by a Liberal, and vice versa.

A point of interest is how the voters will react to this situation. We can imagine some Liberals voting Labour rather than for a Conservative putting up as a National candidate, though possibly the majority will side with the non-party nominee. The task of predicting the outcome is not an easy one. Labour may be counted upon to poll heavily, in view of the dissatisfaction over the dole cut, but a wonderful display of strength would be needed before they could hope to overcome the united opposition of their rivals. If the outcome is the return of a National Government, with prospects of a long lease of life, the nation will be able to breathe more freely and its credit abroad be reinforced.

Official Finance.

The plausibility of the Government spokesman's review notwithstanding, the Colony's budget for 1932 offers few tangible blessings to the taxpayer. In return for the colossal sum of \$34,000,000 which he is asked to contribute to the Government Exchequer, he is presented with a gigantic administrative machine, the cost of which leaves little remaining for the improvement of public amenities. The Hon. Mr. W. T. Southern spoke eloquently enough on the subject of the uncertainty of the financial position, the possible reactions of the sterling crash and the Manchurian imbroglio, but at bedrock, on cold facts, he left little to enthuse upon and much at which to complain. The main feature of the Budget we touched upon yesterday. Another notable aspect of the Estimates, correlated in some respects, was the outline of Government's efforts to apply an economy axe. The Police Department has been subjected to a particularly close scrutiny. Ten or more Europeans are to be dispensed with, some fifty odd Indian constables are to go, and similar reductions are contemplated in the Chinese section of the Force. It is unnecessary, we hope and believe, to comment upon the possible change of official outlook in this particular sphere which may be induced by the existing unrest. Suffice it to say that while, in general, we welcome any effort to reduce Government personnel, the future alone can show whether the "axe" has fallen in the right directions. At the moment, we are rather doubtful. We have failed to notice any considerable exodus of Civil Servants in higher ranks who have long passed the age-limit. The Government still appears curiously sentimental about its oldest servants, to put the best possible complexion upon it. Ultimately, too, we must return to the decision to pay all Civil Servants upon a current rate of exchange basis and charge the Government with inconsistency of policy. To use the "axe" upon junior officials, to cut this way and that into departmental estimates, at the same time to authorize substantial increases in the dollar salaries of the sterling-paid officer, is splitting retrenchment. To dismiss Jones, so that Smith and Robinson, Tom, Dick and Harry shall enjoy themselves a little more thoroughly, is a very simple process, but we don't think it should be placed under the category of Economy.

SILVER FUTURES.

THE LATEST CABLED QUOTATIONS.

Messrs. Pears and Co. have been advised by cable of the following quotations for New York silver future as at the close of the market yesterday.
December 1931 28.35 down .05.
May 1932 29.45 no change.
July 1932 29.50 down .20.

DAY BY DAY

WE MUST LIVE AS WORLD CITIZENS OR PERISH.—Mr. H. G. Wells.

The name of Mr. Li Tung has been added to the list of auditors under the Companies Ordinance.

The annual Licensing Sessions are to be held in the Council Chamber on November 4th, at 3 p.m.

The speaker at the Rotary Club luncheon on Tuesday will be Mr. H. E. Stone, whose subject will be "The Development of the British Gas Industry."

An election of a Justice of the Peace to serve on the Licensing Board in place of Dr. Koch is to take place at the Supreme Court on the 14th instant.

The body of Kam Tak-fu, who fell overboard from the s.s. Tean at the Tsimshui Dock Yard on Wednesday last, has been recovered and removed to the Public Mortuary.

The forthcoming wedding is announced of Mr. Charles Rutherford Chun Han, No. 67, Tunglwan Road, Causeway Bay, to Miss Gladys Whee, No. 239, Nathan Road, Kowloon.

Six men armed with revolvers gained admission to 37, Cook Street, Hungnam, early this morning and, holding up the inmates, decamped with a quantity of money and jewelry.

A bankruptcy notification states that a first and final dividend of 88 per cent. has been declared in the case of Lai San-chau, owner of fishing junk No. 36501A.

His Majesty the King has been pleased to approve the re-appointment of the Hon. Sir Shouson Chow, Kt., to be an Unofficial Member of the Executive Council for a further period of five years.

Suffering from injuries received through being knocked down by a public motor car in Portland Street, Mongkok, last evening, an eight-year-old Chinese boy was removed to the Kowloon Hospital, where he later died.

It is notified that on and after 1st January, 1932, the fees payable for each child at the undermentioned schools will be at the following rates:—Central British School, \$90 per annum; Junior British School, \$60 per annum; Peak School, \$105 per annum.

His Excellency the Governor has made the following transfer in the Hongkong Volunteer Defence Corps:—Major Samuel Johnson Jordan, M.C., to be transferred to the Reserve of Officers, Hongkong Volunteer Defence Corps, with effect from 1st October, 1931.

Two women, Mak Ying-kiu and Mak Lee, described as amahs, attempted to commit suicide yesterday by jumping into the Yau-mai Ferry launch Man Sheung. Both were rescued by sampan people and later taken to the Secretariat for Chinese Affairs.

Convicted of posting an anti-Japanese notice on a wall in Hollywood Road, a young Chinese who appeared before Mr. Williams at the Central Police Court this morning was sentenced to four months' hard labour. His Worship remarked that the poster was very objectionable and was likely to cause a breach of the peace.

AFTER THE SNOWDEN BUDGET.

NOW FOR THE SIMPLE LIFE.

By ROSITA FORBES.

ONCE upon a time the first man sat at the edge of a primordial forest gnawing a bone. The weather was fine. He was happy and contented. Came along the second man, who was hungry. He started an argument about the ownership of the bone, and that was the beginning of lawyers.

Came along a third man, who tried to steal the bone, and that was the beginning of the police. The fourth man was cleverer. He also wanted the bone, so he suggested that there was something wrong with it. He said it really wasn't fit to be eaten. He was sure its owner had a pain, and that was the beginning of doctors. Needless to say, the first man was no longer happy, for civilisation had begun.

And now we've had thousands of years of it. Our "bones" are analysed and sterilised and taxed and, besides being subject to market fluctuations and charitable impositions. The weather is seldom fine, most of us are broke, all of us are afraid, and only the very young are—spasmodically—happy. This is what civilisation has done to us, so why not have another shot at being savages? We'll have to do something, for the world's as upside down as the weather.

Afraid. For years we've been learned on the subject of international sport and we've left international affairs to look after itself. Lots of decent men and women are afraid they may never get another job and as many are terrified that they may lose the one they've got.

Science is rushing ahead, beyond the power of world absorption. It is making production so easy that the markets are glutted with objects which the world neither needs nor can afford. Doctors are overworked. Men and women make a habit of being ill. Dr. Lockhart recently told the British Medical Association that people remain ill much longer than they used to do. For the poor it is a relief from earning their living. For the rich it is a diversion. We invented machinery to save ourselves trouble and now look what's happened. The machines are running us. Think of the consternation if every single machine in the country went on strike! Machinery is putting men out of work and losing us the use of our legs. We'd rather wait half an hour for an omnibus than walk a mile.

We are no longer self-sufficient. We depend upon wireless and cinemas for amusements, professionals playing games for company, and our neighbours for exercise. We wouldn't be any good at all on a desert island with only crabs to talk to.

Over-Educated. We're so horribly over-educated that we can't be content with the land, enough to eat, and a good fire. We've got to sit on office stools adding up columns of figures instead of making the most of the earth which is our heritage. Education

is playing the devil with our imaginations. When life depended on the turnip-crop, the harvest, or the lambing season, there wasn't any necessity to worry. If potatoes were burred, there was probably a bumper yield of something else. But nowadays we are sufficiently educated to look ahead, and being peculiarly near-sighted all we can see is disaster.

Fear is an entirely modern product. Nowadays we have so much that we are horribly afraid of losing it. We're not content with necessities, and we're green with fright for fear we're going to lose the luxuries to which we've become accustomed. Think it over. How many of the things we do are really necessary? We eat when we're not in the least hungry. We stay up half the night being "amused," when we'd so much rather be in bed. We shatter our nerves to bits by perpetual movement. We're sure we're not happy unless we're doing something, or going somewhere, in a crowd. We're obsessed by the habits which are our golems and the possessions which are prison bars. Every year we hamper ourselves with more needs and worry ourselves sick for fear we can't supply them.

Savages One Up. That's where savages are one up on us. They can turn their hands to anything. They're not solely fishermen, or weavers, or hut-builders, or arrow-makers. They can do everything necessary to support themselves without any help from a union or a government.

So can the Balkan peasant. I've stayed in the most delicious white farmsteads with pictures painted under the eaves and wreaths of flowers round the windows where the family garments are first seen walking about on the backs of sheep on the hillside. Shearing, carding, spinning, weaving, dyeing, and tailoring are done by the family—the most gorgeous and elaborate garments are the result. Luncheon walks about in the farmyard until it is summerly executed. The pillows and the quilts take the air on the wings of geese and poultry until the housewife finds time to pluck them. Sheets are made on a hand-loom by miles who in England would be playing with woolly toys. Tobacco leaves hang in festoons around the yard before being dried and rolled into convenient shape. (The stalks, by the way, give a kick to the morning tea.)

Araki, the stimulant of the Balkan peasant, is distilled from fruit, and it makes beer taste like a temperance meeting.

His Future is Secure. Fear is completely absent from the life of the Eastern peasant, or the savage. His future is secure, because he is free. He is not shackled by a thousand needs. Civilisation, which interpreted means a craving for mental and physical luxury, has mercilessly passed him by. Yet even civilisation is chasing round in a circle, for democracy is its goal, and the first aim of a sensible democracy is to break up the land.

Most European countries have done it. Bloodless revolutions have established man where he ought to be—in the middle of his own acres. There he is safe, for Bolshevism, most dangerous product of civilisation, is powerless against the working landowner. So why not colonies England?

Production for profit is an overrated game. We've made an awful mess of it. Why not try production for personal use instead? In fact, let's be savages.

Let's refuse to clutter ourselves with the luxuries which are such a nuisance, or the habits which made us old. This is an excellent moment to begin. We've had our holidays. We're ready for anything new. Let's see what we can do without. It's a fascinating game, for in the end you find almost everything—habits, needs, and arbitrary amusements, politics, laws, commitments, calendars and watches—can be hurled upon the refuse-heap called civilisation. All we require really are the things we can make ourselves, with leisure to enjoy them and, of course, a bone!

Bones are good for the nerves. The draft is issued of an Ordinance to amend further the Arms and Ammunition Ordinance, 1900. This Ordinance establishes a fee of \$10 for the issue of arms licence under section 8 of the principle Ordinance from the beginning of 1932. It has not been the practice hitherto to charge any fee under the Official Signatures Fees Ordinance, 1928, or such licences Section 27 of the principle Ordinance is amended so as to enable the Governor in Council to revoke, alter or add to the Table of Fees in the Second Schedule.



"Look at that bridge party sandwich! And when I get home from work half starved she says it ain't fashionable to eat before 7 o'clock."

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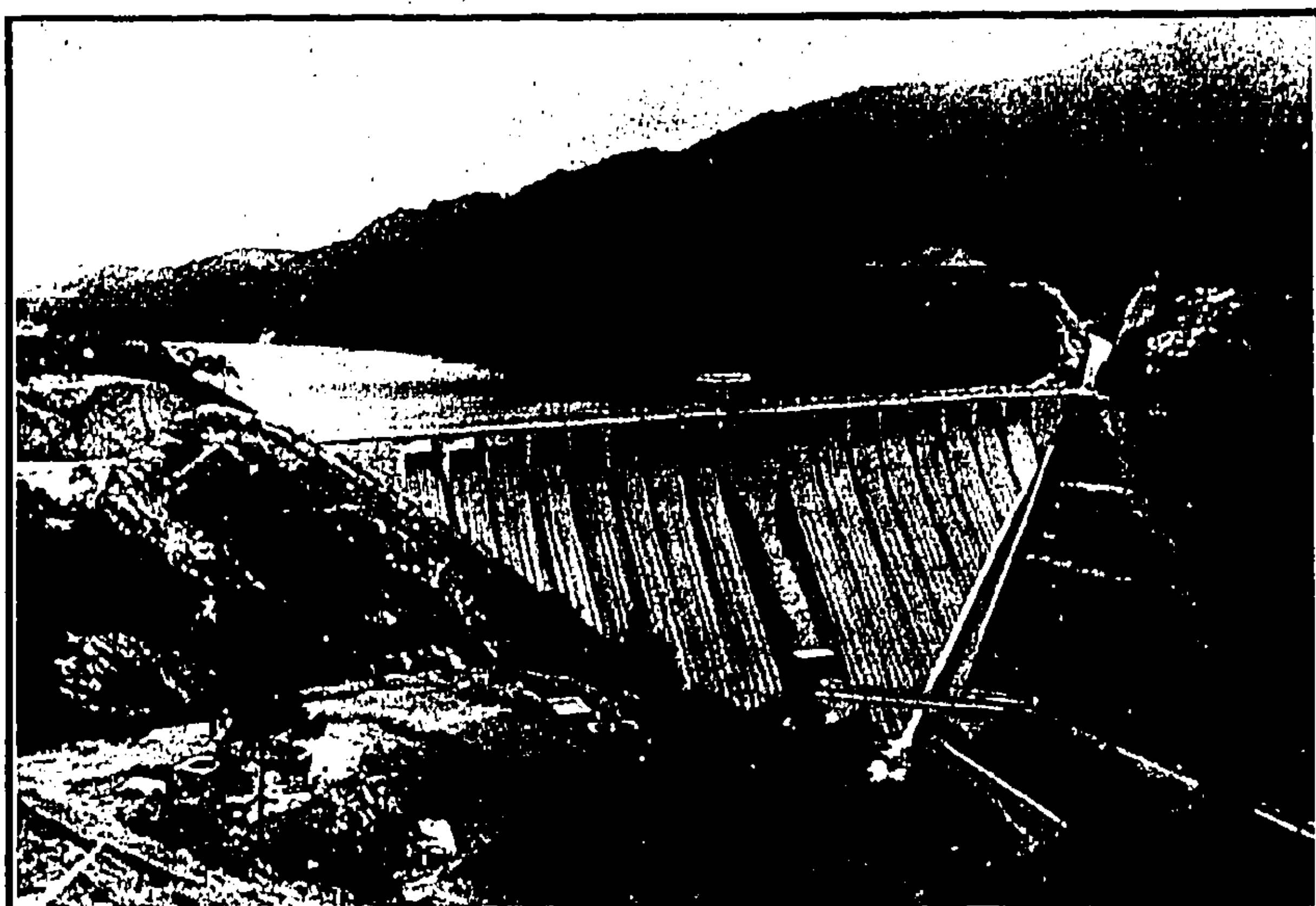
Pictorial Supplement

October 3rd, 1931.

THE St. FRANCIS HOTEL.

MODERN LOUNGES AND RESTROOMS. HIGH CLASS CATERING.

UNDER THE PERSONAL SUPERVISION OF ALPHONSE



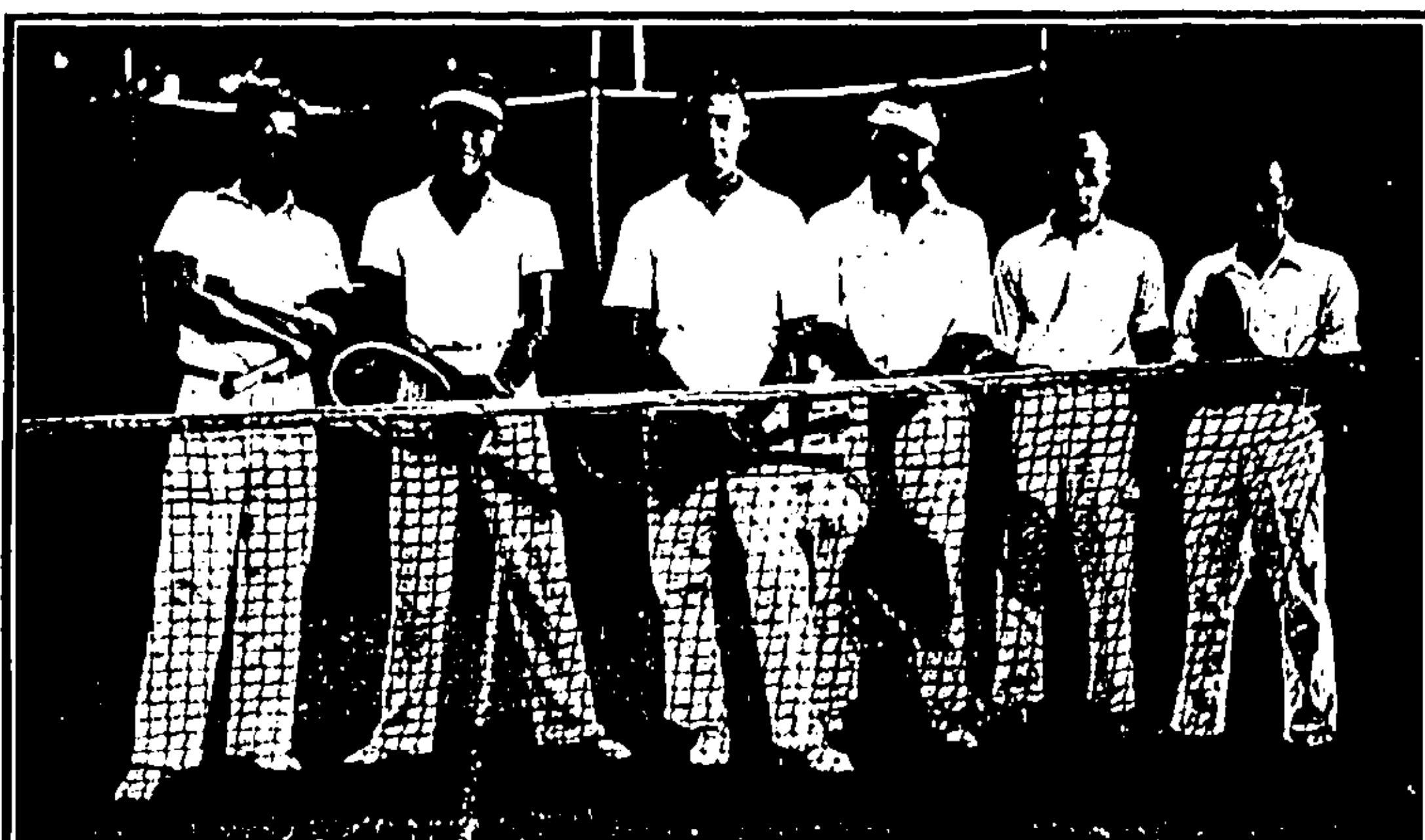
A striking picture of the Kowloon Byewash Dam, recently completed, which was officially inspected by members of the Legislative Council last week. (Photo: Ming Yuen Studio).



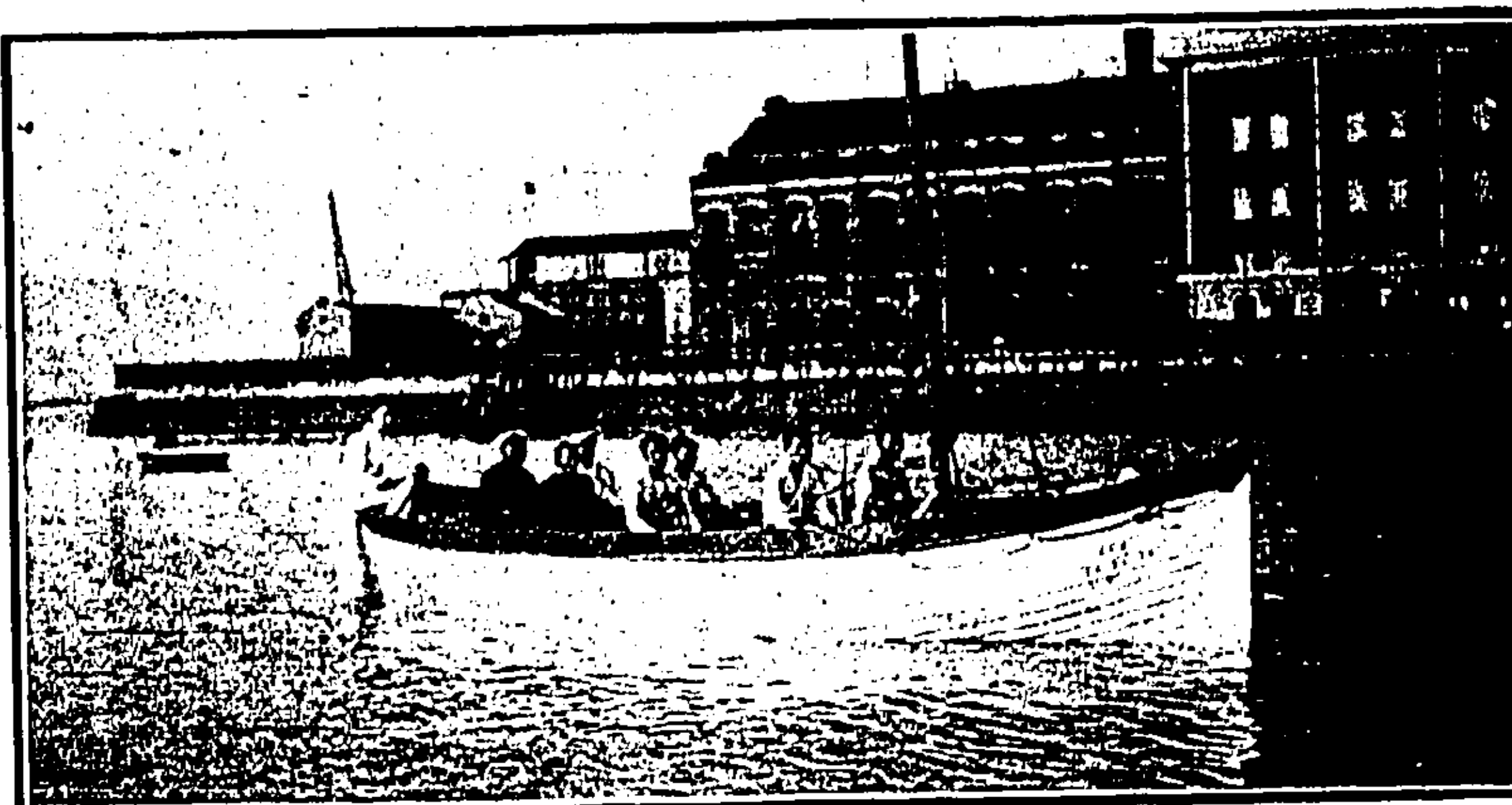
Here are seen the team of Chinese footballers from Malaysia. In matches against Hongkong Chinese, each side has secured a victory. (Photo: Mee Cheung).



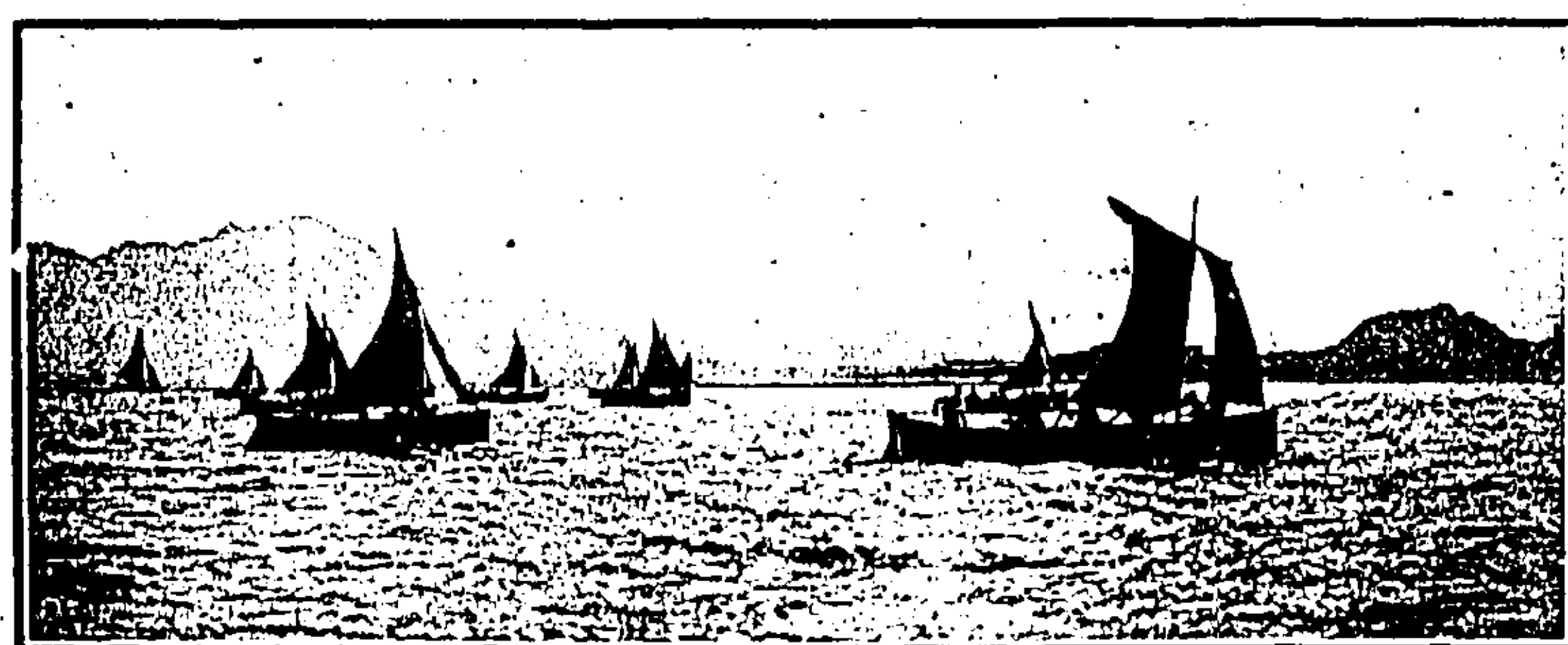
At last Saturday's Races. Top, Cloudy Eve (Mr. S. N. Pan up), winner of Jordan Handicap; bottom, Celerity (ridden by Mr. Ip Kuy-ling), winner of Austin Handicap. (Photos: Mee Cheung).



By defeating the Club de Recreio, the Chinese Recreation Club captured the "C" Division championship of the Tennis League. Above are the players who took part in the deciding match. (Photo: Mee Cheung).



Crews of the Dutch steamer Cremer came in first and second in the race for the Trevasa Trophy. Above is seen the winning crew. (Photo: Mee Cheung).



Above is an effective picture showing the race for the Trevasa Trophy in progress. (Photo: Mee Cheung).



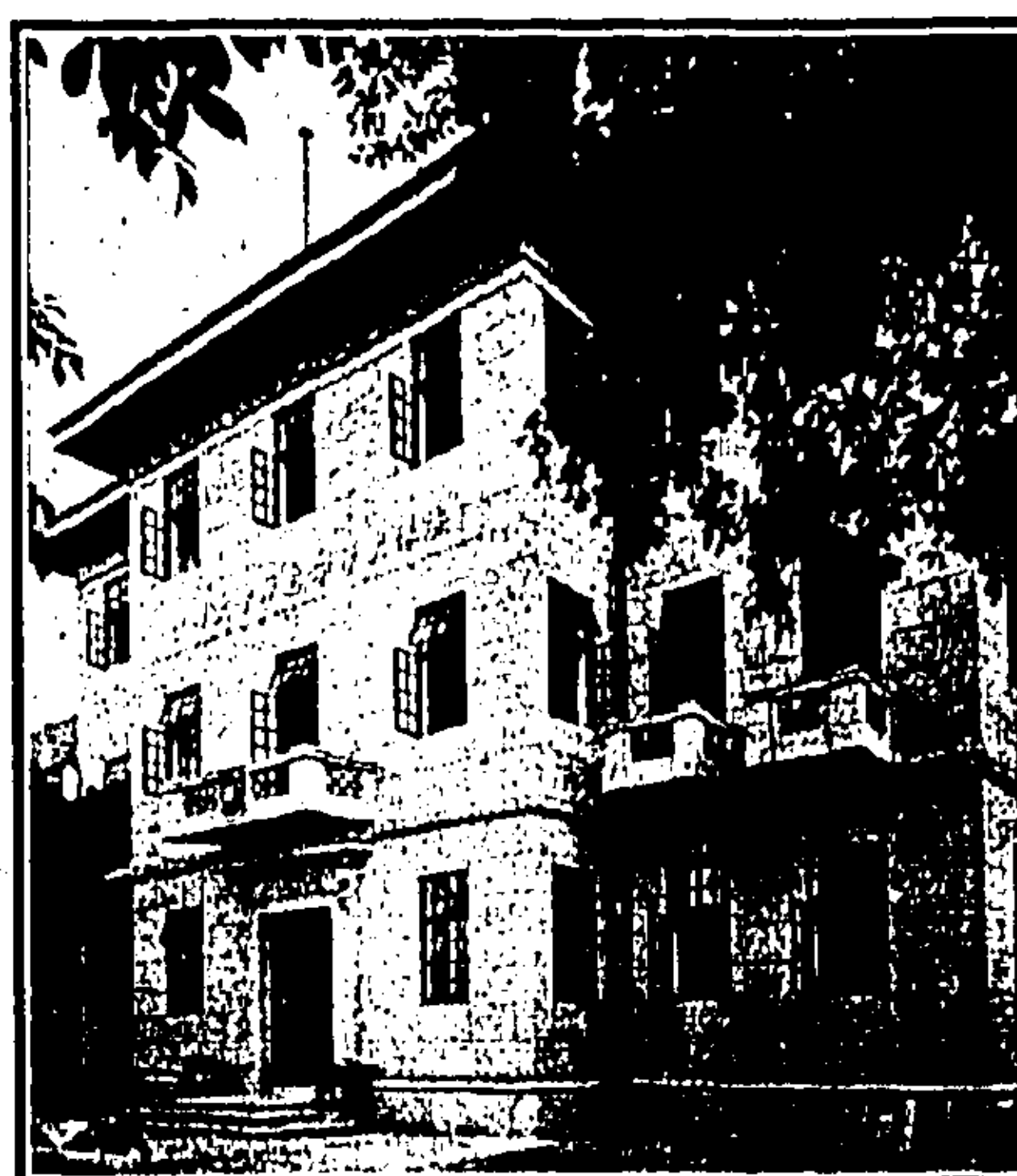
His Excellency the Governor kicking off in the match between the Malaya and Hongkong Chinese teams on Saturday. The home side won by four goals to one. (Photo: Mee Cheung).



An exciting moment in front of the Hongkong goal, showing a defender clearing with the goalie on the ground. (Photo: Mee Cheung).



His Excellency the Governor snapped at the opening of the School of Chinese Studies in connexion with the University, which he opened on Monday. (Photo: A. Fong).

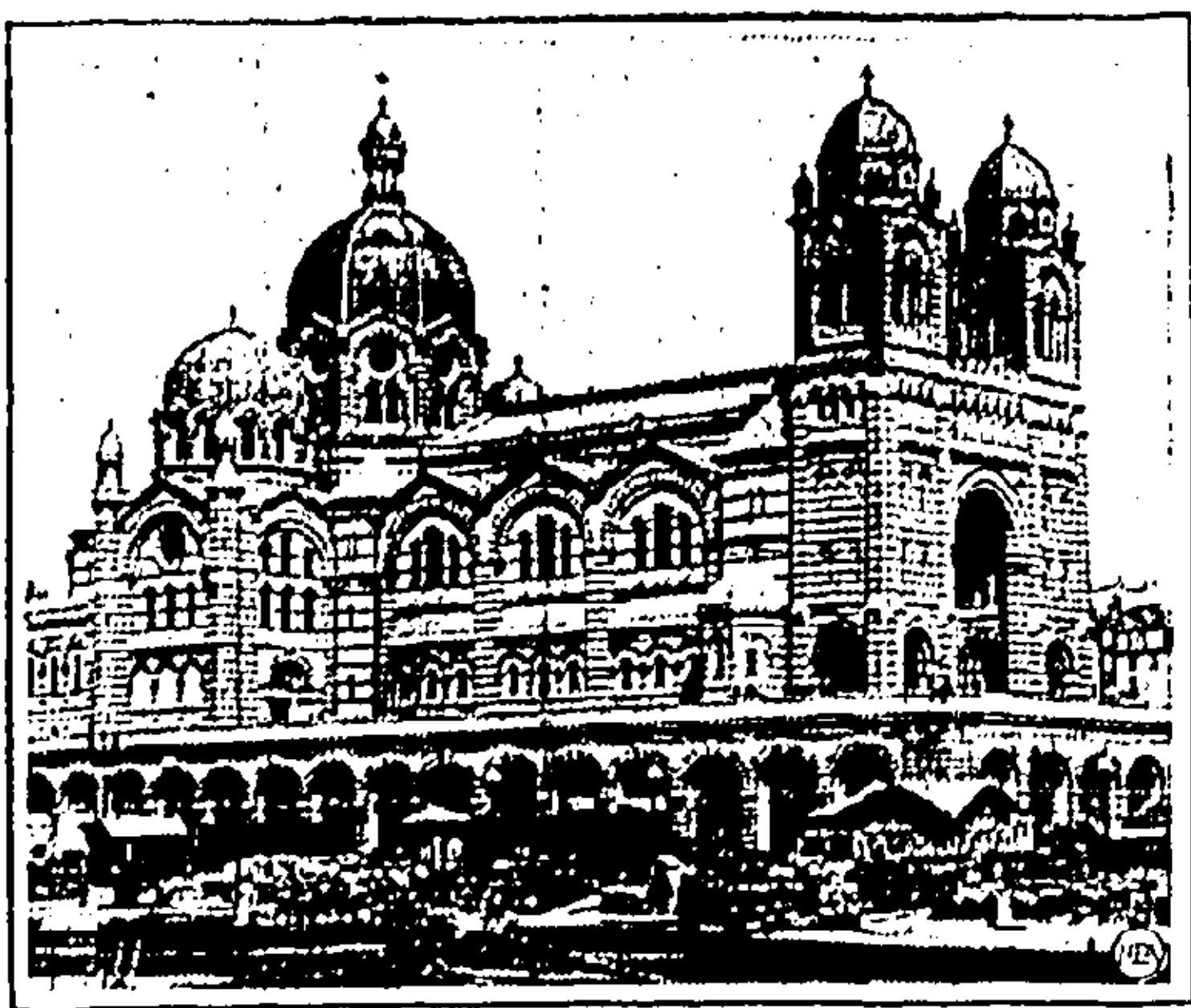


Above is an exterior view of the Tang Chi-nong School of Chinese Studies, taken on the opening day. (Photo: A. Fong).



Two well-known Chinese families were united when Miss Nancy Li became the bride of Mr. Lambert Gockehin. The ceremony took place at the Union Church, after which the above group was taken. (Photo: Ming Yuen Studio).

NEW FRENCH CATHEDRAL.



Here is a side view of the new cathedral, known as La Major, overlooking the new harbour of Marseilles.

In Marseilles, chief seaport of France, an ancient and a modern cathedral are neighbours.

One, the old cathedral of La Major (Saint-Marie-Majeure), dating from the 12th century and built on the ruins of the temple of Diana, is in bad preservation.

The other, ruggedly built with alternate courses of green Florentine stone and white stone from the neighborhood of Arles, is recognized as the finest modern cathedral in France. It is known as La Major, and was begun in 1852 and opened for worship in 1893.

Designed in Byzantine style, the basilica is in the form of a Latin cross. The four towers, which surmount it are roofed with cupolas. Near the cathedral stands the bishop's palace and the Place de la Major, which they overlook. Here stands the statue of Bishop Belisarius, a French Jesuit priest of Marseilles, noted

for heroism during the plague which swept the city in 1720-21.

The celebrated Notre Dame de la Garde, the steeple of which is surmounted by a gilded statue of the Virgin, 50 feet in height, rises 150 feet above the summit of the hill on which it stands. The present chapel is modern and occupies the site of one built in 1214.

Though the history of Marseilles dates from 500 B.C., the city has few remains of either the Greek or Roman periods of occupation, and its poor in medieval buildings, as the condition of the old cathedral illustrates.

The church of St. Victor, on the south side of the old harbour, was built in the 13th century. In the centre of Old Marseilles stands the ancient church of Accoules. Also in the old town is Notre Dame du Mont Carmel, occupying the place of what was the citadel of the Massiliots when they were besieged by Julius Caesar.

ANOTHER NEW TALKIE STAR.



Born in a small Iowa town, reared on a western cattle ranch and having made her stage debut at the age of five in amateur plays, this charming newcomer to the talkies now possesses a cherished film contract.

Completing high school at Spokane, Wash., she tried a year at college, but yearning for the stage, triumphed and she reached Broadway via vaudeville and a stock company at Memphis, Tenn. Then she became a Bellanca star.

In New York she played every type of role from a native South Sea Island girl in "Aloha" to the cultured Lady De Winter in "The Three Musketeers." This versatility was largely responsible for her Hollywood contract.

She is Vivienne Osborne.

MIDGET GOLF IN AMERICA.

HOPES OF ARRESTING ITS DECLINE.



Not dead, but in process of evolution... miniature golf has some new sidelines as at the upper right, where young ladies are playing a variation of "curling" adapted to miniature golf courses. At upper left, is one of the more elaborate modern devices, a "roulette wheel" while at lower right is an early course built by boys on a playground. At lower left are Doug Fairbanks and Mary Pickford at the opening of their \$100,000 course in Hollywood.

New York, Aug. 20.—Miniature golf, having written amusement history, last year, now seems to be writing its own obituary in red ink. The midget sport that posed for a few brilliant months as a giant industry worth hundreds of millions, has come close to being smothered in ridicule.

Midget golf and his small contemporaries are scurrying around in quest of artificial respiration in the form of new ideas and new diminutive games. But they're looking very glum.

One reason, of course, is that they're not receiving very much aid in their efforts to revive the pigmy golf game. A number of organizations which once were concerned with management methods and promotion, distribution

and sales, have been catapulted into bankruptcy or receivership. A public which once paid good money to try to push a painted pellet around in par now spends its time on the fence in free and derisive kibitzing. Comic magazines have grown fond of depicting hermits and their pet spiders and squirrels as the only occupants of miniature courses.

Only a Fad. Pewee golf has been branded publicly as one of those transitory fads like mah jong, in which you spent a lot of money but didn't have much fun.

You'll recall the tale of how a Chattanooga hotel keeper invented the game in 1928. But it remained for the genius of big business to put over the idea in 1930, when

every vacant lot seemed to bloom with green fairways and brilliantly painted hazards of tin and wood.

There were a thousand courses in the south before a single one was installed above the Mason-Dixon line. Florida adopted the game during the winter, and a horde of equipment salesmen moved north in the wake of the first robin. Manufacturing and distributing companies were formed as fast as the presses could turn out papers of incorporation.

Big concerns like National Pipe Products Corp., which fathered Tom Thumb golf in the north, threw their facilities into the making of links supplies as an important sideline. Others diverted by-products such as animal

hair, cottonseed and cocoa fibre into the manufacture of materials for greens.

Like Another Gold Rush.

In no time at all there were 650 courses in New York City, and corresponding numbers in other towns across the country. Some big names joined the gold rush. Grantland Rice leased two floors of the Grand Central Palace in Manhattan for another one of these indoor courses which have been termed the finest in the world. In Los Angeles, Mary Pickford installed an outdoor course that was the "finest in California." And this was only one of 3000 little links in Los Angeles alone.

By November, 1930, there were nearly 100,000 miniature golf courses in various stages of operation in the United States. The U. S. Department of Commerce then estimated that \$175,000,000 represented the nation's investment in the game. Organizations more closely involved, however, put the amount at several times that figure.

Plenty of Money Went In.

For instance, the equipment and installation for a miniature course cost from \$3,500 to \$5,000, with \$4,000 as an average initial outlay. Beginning with that figure, of course the sky was the limit. Miss Pickford is said to have spent \$100,000 in order that movie folk and their admirers could putter around. A links in the theatrical district of midtown Manhattan was built on property valued at \$6,000,000—with a proportionate rental.

Big Demand for Gear.

At the beginning of 1931 there were no less than 1800 concerns listed with the trade magazines of miniature golf as makers of supplies and accessories. All but one of the rubber companies produced special balls for miniature golf. Nearly all the club makers put special putters and niblicks on the market. Other products included tee mats, dye for greens, score cards, turnstiles, fences, flags, flood lights, hundreds of kinds of hazards, furniture, hole markers, green dressing and scores of other essentials and novelties.

City, state and national associations were formed for the coordination of the industry, the exchange of progressive ideas and the regulation of prices. Magazines sprung into being as aids to the trade. The National Tom Thumb Golf Association promoted tournaments and offered prizes. Racketeers began to muscle in on

matters of price fixing and "protection."

Then It Happened.

Miniature golf had become a big industry in every respect except the rather important one of popularity with its cash customers. At the beginning of the present season, 25 per cent. of the existing courses failed to open. By now, according to a survey conducted by the Miniature Golf Course Magazine, another 25 per cent. have closed. And an overwhelming majority of the ones still in operation are unprofitable.

Everybody has a different answer, but none believes the depression is directly responsible. Some ex-members of defunct associations have said that the Liliputian links were nothing more than a fad. Course operators themselves are inclined to blame price-slashing and the overcrowding of the field. Others declare that public ridicule and the jokes based on the game have ruined it.

But here is what Howard Sloane, of the Miniature Golf Course Magazine, has to say:

"Poor business judgment is responsible. Thousands of people went into pee-wee golf with nothing but a vacant lot and a vacant notion that they were going to make a lot of money.

"They knew nothing about how to make their places attractive, how to promote contests, special stunts or any of the things that go into the success of an amusement enterprise. In desperation, they cut prices until their courses were a profit even if their courses were closed to capacity. When they boosted prices, again the public turned them down cold.

"This spring, most of those who reopened did so as a timid gesture. They didn't remodel their courses, add other games, or spend money in advertising. Their shabby layouts gave the game a bad name from the start. People assumed that miniature golf was dead.

Hope By No Means Dend.

"But in every city are exceptions that prove these views. Where courses are in good locations, with enough space for longer shots, and plenty of enthusiastic management, they are still successful. Hundreds of courses have failed in Los Angeles but Miss Pickford's is still in profitable operation. In New York, the courses which spent a few thousand dollars in dressing up with new hazards and new games like archery, shuffleboard and badminton are nearly as prosperous as ever."

Sloane believes that miniature golf will survive, and that the public still likes to play it. But the trend, he explains, is toward the establishment of community amusement centres—actually small parks which offer a variety of entertainment. Tennis, baseball, hockey, and practically all of the field sports have been reduced to table games. Driving and chip-shot ranges remain popular.

The survivors of the miniature golf "gold rush" feel that there's still gold in those miniature golf hills, but that it will take a more highly-specialized form of mining to get it in the future.

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A LUTHER FOR GERMANY.
DESCENDANT OF CHURCHMAN.

Dr. Hans Luther.

Another Luther is now the man of the hour in Germany.

Just as Martin Luther nailed his 95 theses on the church door at Wittenberg 400 years ago and argued half of Christendom into Protestantism, his remotely related descendant, Dr. Hans Luther, now faces the heroic task of pulling the nation out of bankruptcy.

As president of the great Reichsbank, or Bank of Germany, he holds one of the three most important positions in Germany in the present crisis. The others are those of Chancellor Heinrich Brüning and Foreign Minister Julius Curtius.

When it comes to getting things he wants, Dr. Luther is as determined as was his famed ancestor. His hurried aeroplane trips to various European capitals in quest of loans to save Germany from tottering over the brink stamp him as a man of action.

As head of Germany's great



Foreign Minister Curtius.

bank, Dr. Luther faces a national condition that is desperate but

easy to understand. It is simply this: In the years just after the war, Germany decided to regain its position as a world trade power by modernizing its factories thoroughly and producing goods at a tremendous rate on a low-cost scale.

That part succeeded and all might have gone well if the world-wide depression hadn't come along. The depression hit Germany hard. More and more goods were being produced, but the market had vanished. Great quantities of unsold goods began to pile up.

Naturally factories began to close down with resultant unemployment. Lots of these factories stand dark and silent in Germany today. Many of them are practically new, the new paint glistening on the idle machines.

Germany, like the rest of the world, was organized on a high production basis that meant it



Dr. Brüning.

was producing more than it could sell or consume.

Under such conditions, closing of banks was inevitable.

But Germany looks with hope toward Dr. Luther because he has a way of solving financial crises. Eight years ago it was chiefly he who ended the chain of disasters that followed the collapse of the mark, when the bottom fell out of the money market and it took half a billion paper marks to buy a loaf of bread.

Since the foundation of the German republic, Dr. Luther is the only man who, as chancellor, was able to present a governmental budget with expenditures less than receipts.

So, today, he is the man of the hour. Germany is confident that he can pull the nation out of the hole, and has always been; last spring, for instance, when he was made head of the Reichsbank as the successor to Dr. Hjalmar Schacht, prices of stocks went up immediately as a reflection of national confidence.

THE VELVET TOUCH



WITH the return of Second Empire influences, hats are the first to succumb, but the silhouette of fall and winter garments will be little influenced by it. New York couturiers are firm in their belief that American women will look at bustles and panniers a long time before they ask become them in revolving doors.

However, the daintiness of women's clothes persists. Feminine fullness, that is so refreshing and reassuring to males, are here for another season at least.

The mannish look has almost disappeared and curls call for full—fulls call for silks and satins and velvets—and here they all are.

Velvet is outstanding in the fall and winter mode, with satin running a close second.

There are several new types of velvets this season, corded with fine and wide wale types, Lyons velvet, plush, plush, silky, lends itself to more graceful lines. Wraps, street suits and evening gowns richly trimmed with fur are shown in the lines of New York couturiers.

Dull velvet is being used for evening gowns and in off white tones is particularly lovely.

Red is outstanding for evening, brown and black for street wear. Dark bottle green is also popular for street wear.

VELVET hats are already in every hat shop in the country. They all dip down over one eye and the saucy little bird on Nello's hat may be anything—a pair of linnets' wings to a good-sized sparrow.



LITTLE street suit of brown corded velvet lined with flat chartreuse crepe, created by Marlis Frocks, makes an attractive fall outfit. . . the blouse is also of flat chartreuse crepe set off with two brown velvet buttons. . . and Madoux offers a velvet hat trimmed with bronze kid.



newest are not too short, hip length with large kimono-like sleeves narrowing down to fur-trimmed cuffs and gathered, pleated or shirred in at the elbow to take care of the fullness.

Evening slippers, hostess and boudoir slippers are of velvet trimmed with kid, satin and gold and silver leather.

Hand bags, gauntlet gloves combined with suede are smart and new.

Velvet flowers, scarves and ascot ties are smart accessories, while there are plaid velvet berets and ascots to brighten up the woolen suit with a touch of gay color.

THE velvet blouse is here. It is white or egg shell, or French beige, and is worn with velvet suits and with fine wool, as well as tweed.

There are very attractive combinations of black and beach sand transparent velvet for bridge and informal theater parties. These costumes are floor length and large hats are worn with them, using the same combination, black velvet faced with beige.

Lyons velvet is very high fashion for afternoon street wear. One of the smartest seen is trimmed with silver fox and a small velvet hat trimmed with white kid flowers was worn with it.

Speaking of hats, when Queen Victoria and her handsome young consort came to Paris on that memorable trip to visit the Emperor Napoleon III and Empress Eugenie, Eugenie was wearing one of these tiny hats, tilted in a saucy angle. Although Eugenie was so unpopular with the French people, she left a distinct impression on the fashions in the period of her hey-

White satin is smart for evening. Diamond cuttings are still in high favor and the small waist and slim highline continues.

The best of evening gowns are of tailored simplicity. Shoulders are more often draped than not.

Velvet evening wraps are long, luxurious and extravagantly trimmed with fur. All have fitted waists and are unbelted. Many wraps have sleeves and top entirely of ermine, with skirts of velvet. Victorian ermine capes hang jauntily from fair shoulders and ermine velvet-faced ties secure them.

There are many colored evening wraps, but black is far in the lead. White Lyons velvet trimmed with silver fox is a striking combination, and a white transparent velvet gown and wrap, sable-trimmed, has a chaste elegance that is difficult to surpass.

The short evening wrap will be worn no matter what Paris predicts. It is jaunty, amusing and very becoming to many types. The

NOVELTIES in velvet are the Helene Julien velvet wig and chignon, to be worn on very formal evening occasions, and the Andre de Beauregard wreath of grapes and leaves, to be worn as a necklace with evening gowns. . . stunning, on the woman who can wear them.

day, and those fashions are reviving now.

Velvet is the most frequently used for these tiny hats. Paris imports are all definitely of this type, but a few American manufacturers are making a brimmed soft crown, particularly gracious velvet and corded silk hat, suitable for bridge costumes and for formal velvet afternoon dresses. These hats are flattering to the older woman and can be worn equally well with the velvet suit.

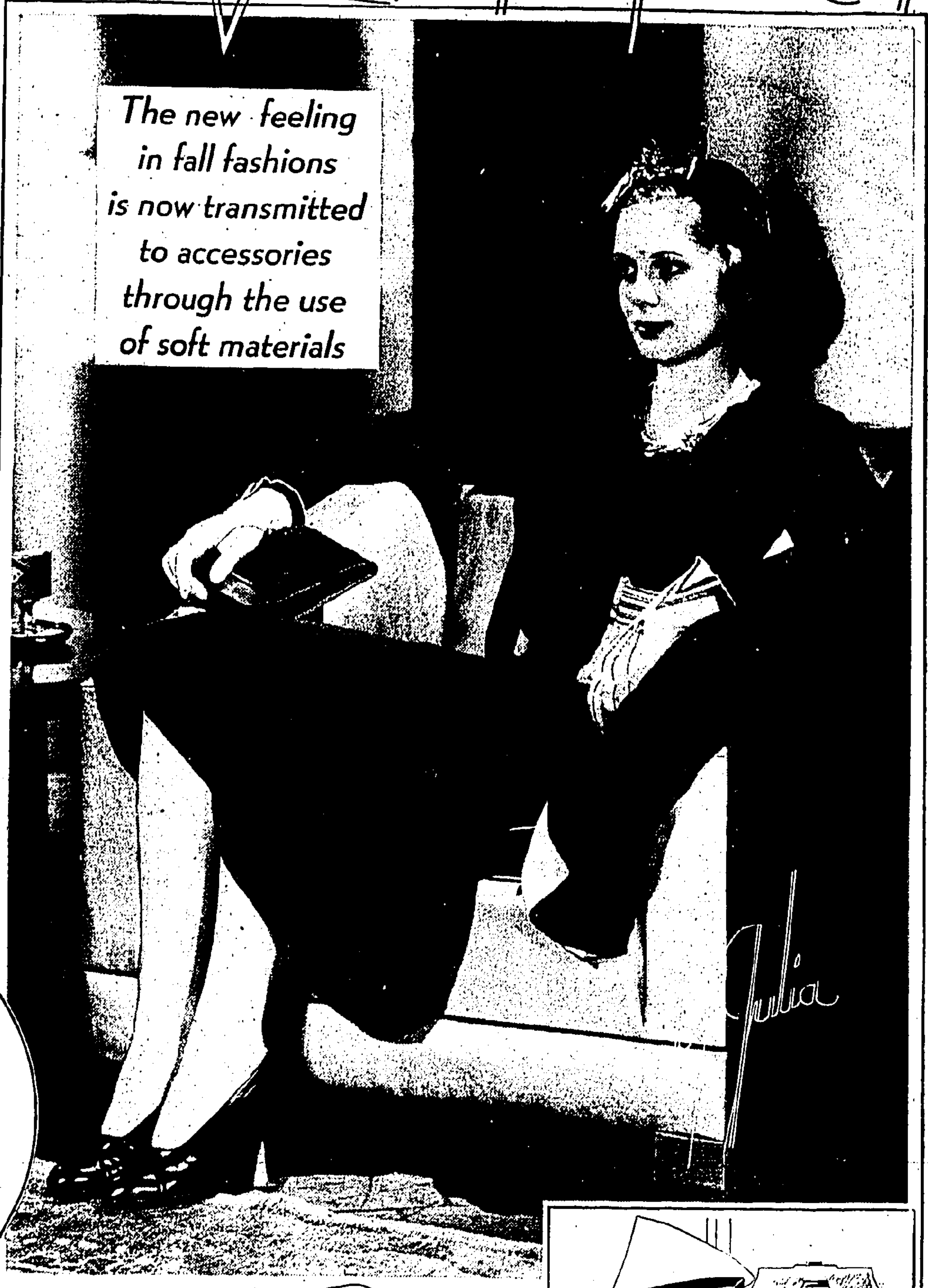
JENNY with her tilted derby has set all Paris agog. Rakish is the only word to describe these adorable little dabs of felt, velvet or fur, that dart down over one eye and swing clear off the head on the opposite side. Rakishly they must be worn, and panne and silk velvet are most frequently chosen to depict the mode.

Jean Patou shows a charming green velvet bicorne with a large green and white quill, its only decoration.

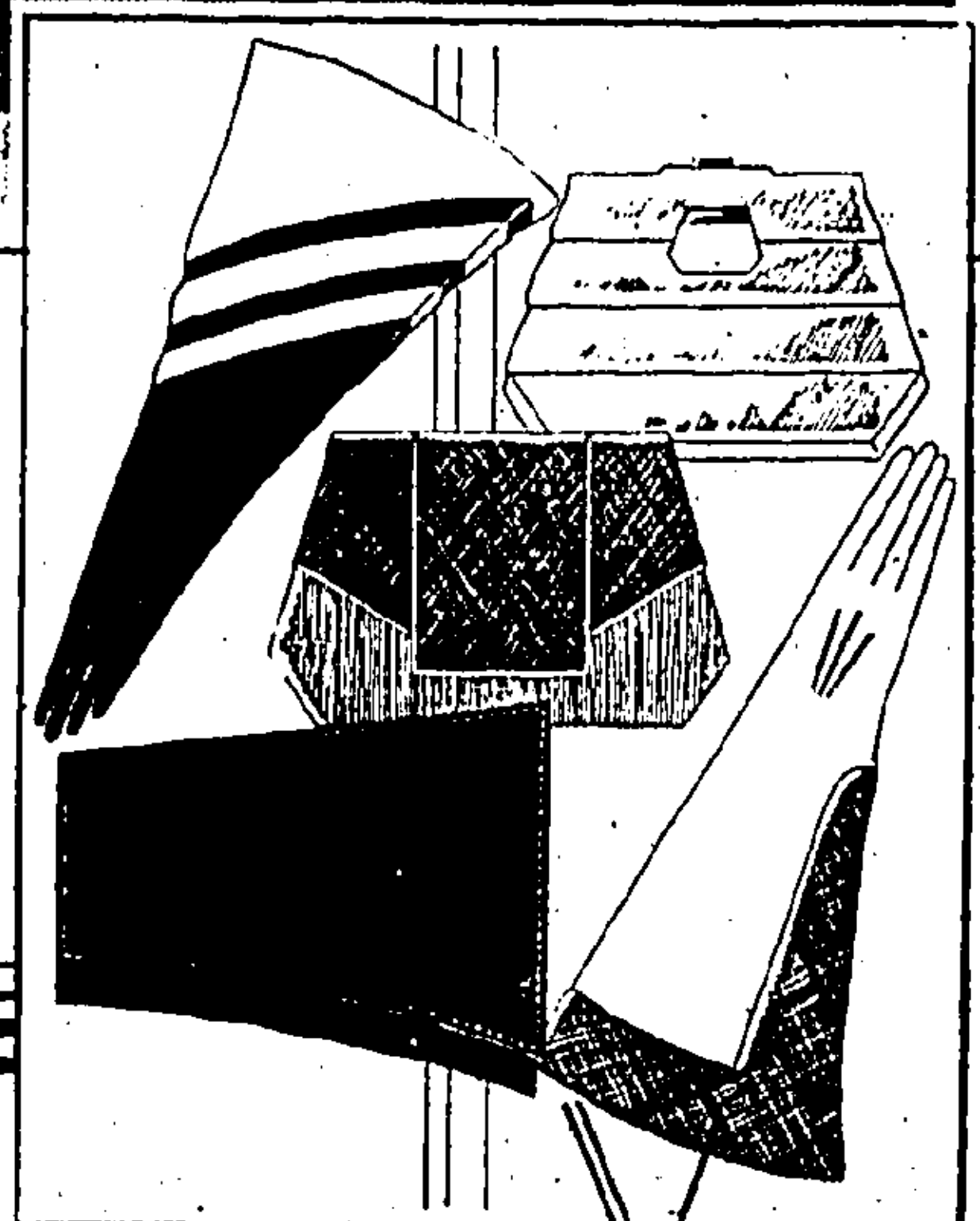
Molyneux has two red hats and they are red—small, toque-like and simply trimmed, with tiny quills, and braided velvet cord around the crowns.

Lewis has done a charming two-tone green bonnet with a knot and bow at left. Jane Blanchot shows a modified beret in blue and red. Also a stunning tricorne in blue—of velvet, of course.

The new feeling in fall fashions is now transmitted to accessories through the use of soft materials

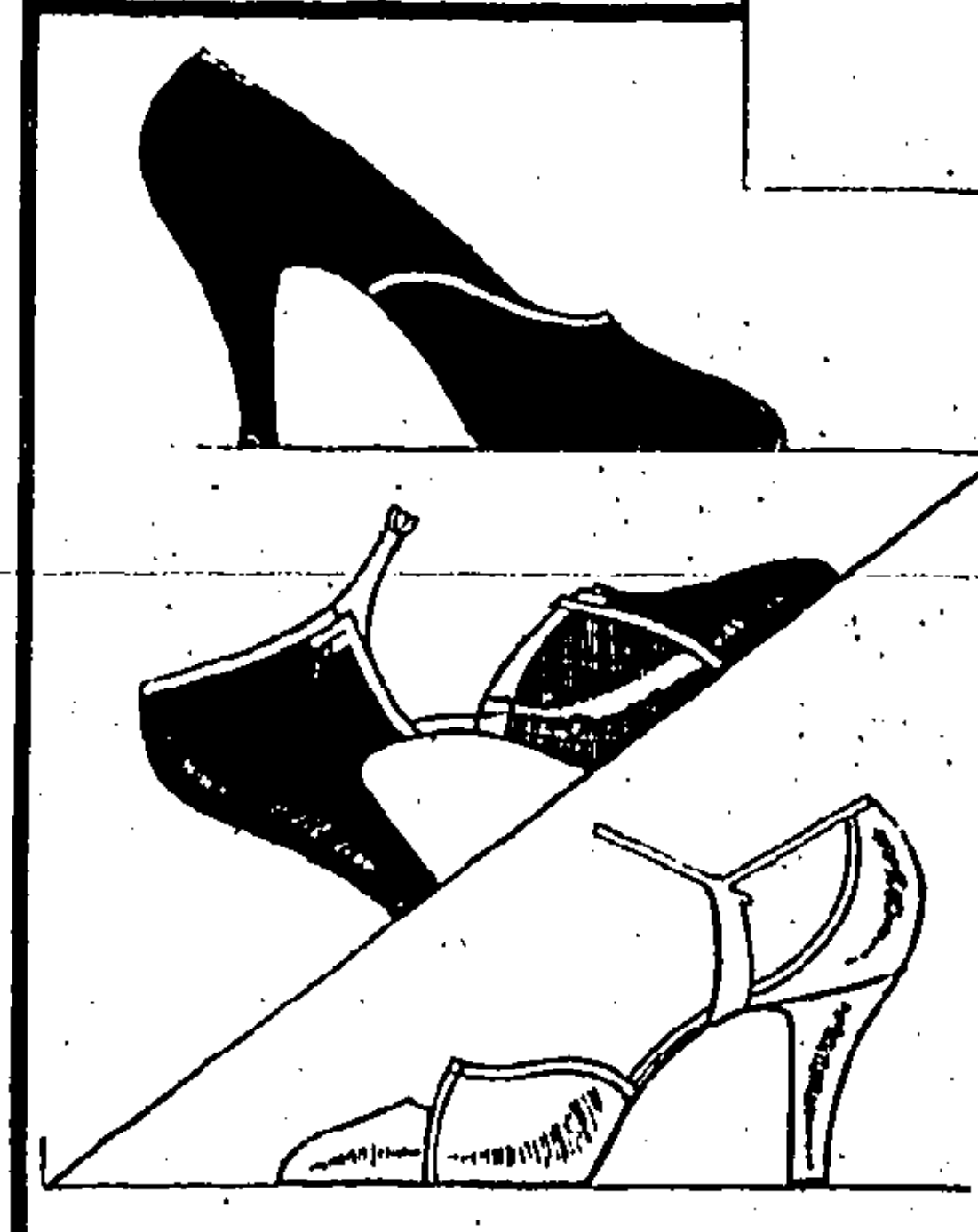


RICH and attractive is this three-piece combination of brown velvet, street suit and brown flat crepe blouse, offered by Marlis Frocks. . . to go with it, Smart Set offers stunning beige gloves trimmed in brown, to give a lightness to the costume. . . while the Amalgamated Leather Co. furnishes the dainty shoes of bronze kid.



VELVET gloves for dainty hands are the mode this fall. . . the one at the upper left is of brown suede with velvet top, and the glove below is of black with king's blue velvet insets. . . the Varamode bags are also velvet, the one at the top having an onyx and crystal ornament, while the center one has a fine gold banding. . . and the one at the bottom is black stitched in white.

EVENING means velvet shoes, and Stone offers the three seen at the left. . . black lined with gold kid, at the top, black with green insets and a gold banding in the center, and white velvet worked in with white kid, below.



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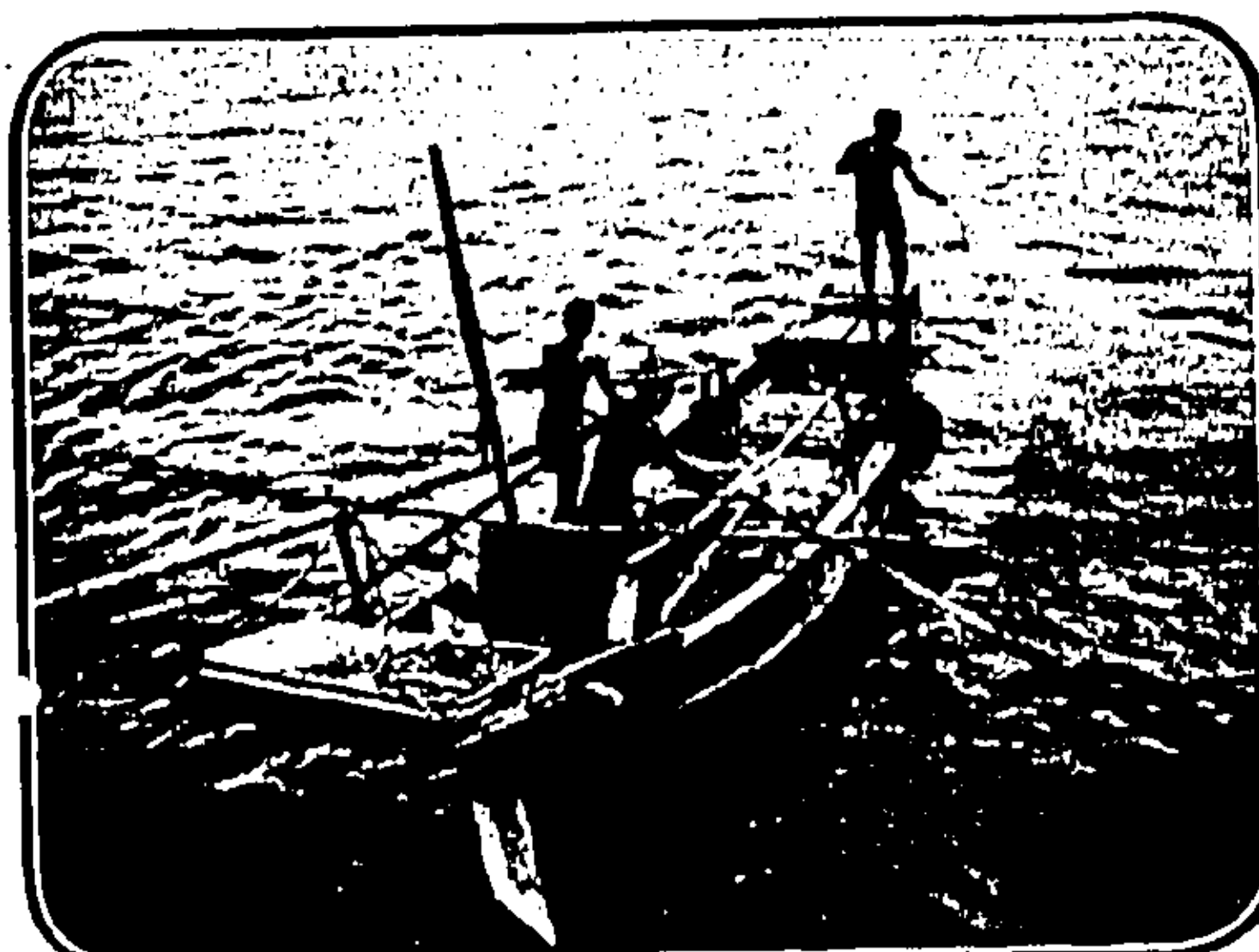
Behind the "pat" of Anchor Butter that you buy from your grocer stands the largest Co-operative Dairy Company in the world. The N.Z. Co-op. Dairy Co. Ltd., keeping thousands of men engaged—Farmers—Tradesmen—and all with one object—to produce Butter and other Dairy Produce of the choicest quality.

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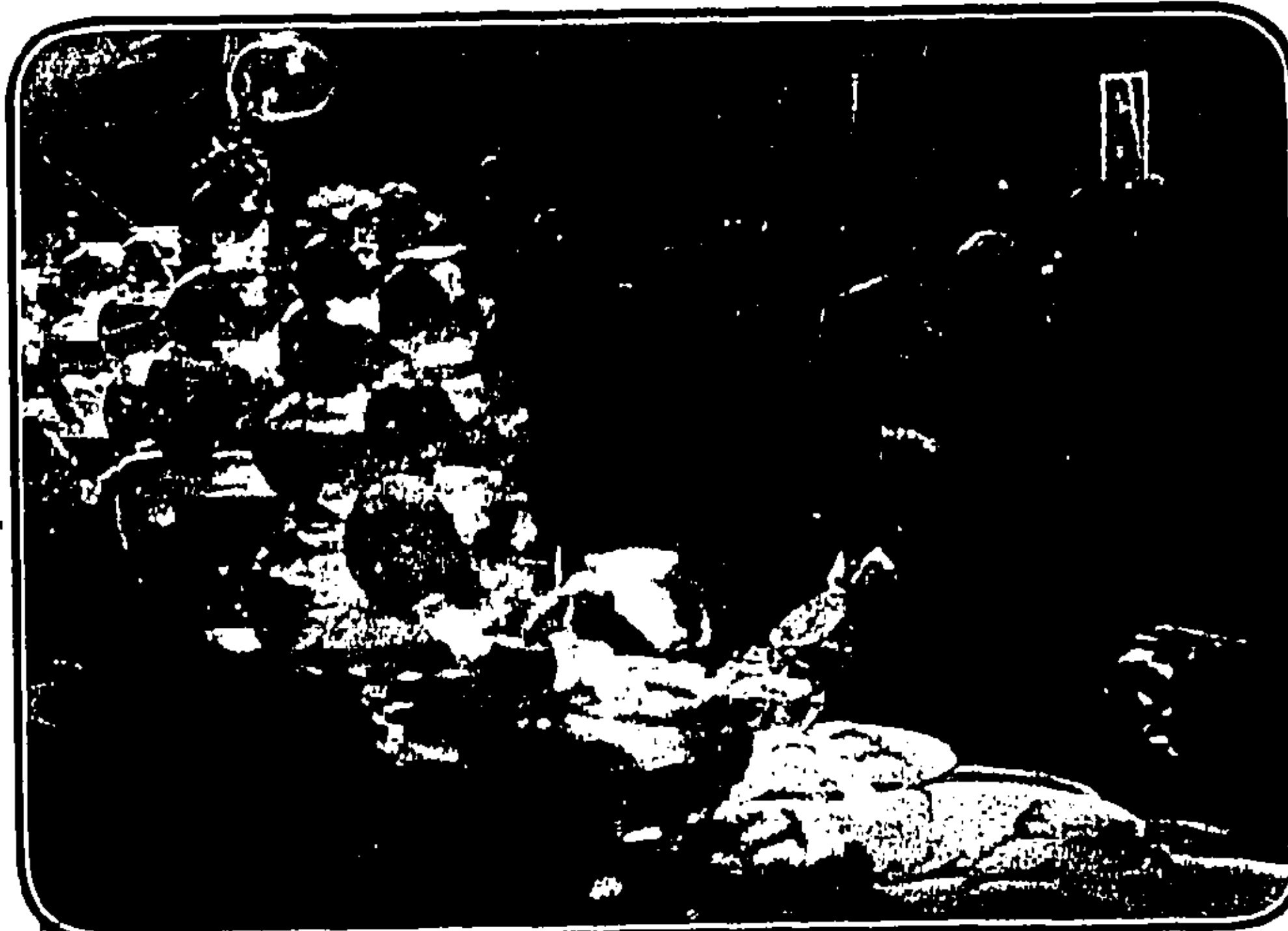
"Hauling in The Net," a fishing study sent in by Mr. C. Chow.



A beautiful valley, between Kowloon Reservoir and Laichikok, entered by "H.S."



The new Praya and Kellet Island, entered by Sarwan Singh.



"Goldfishes," a typical China New Year scene entered by Mr. A. Abbas.



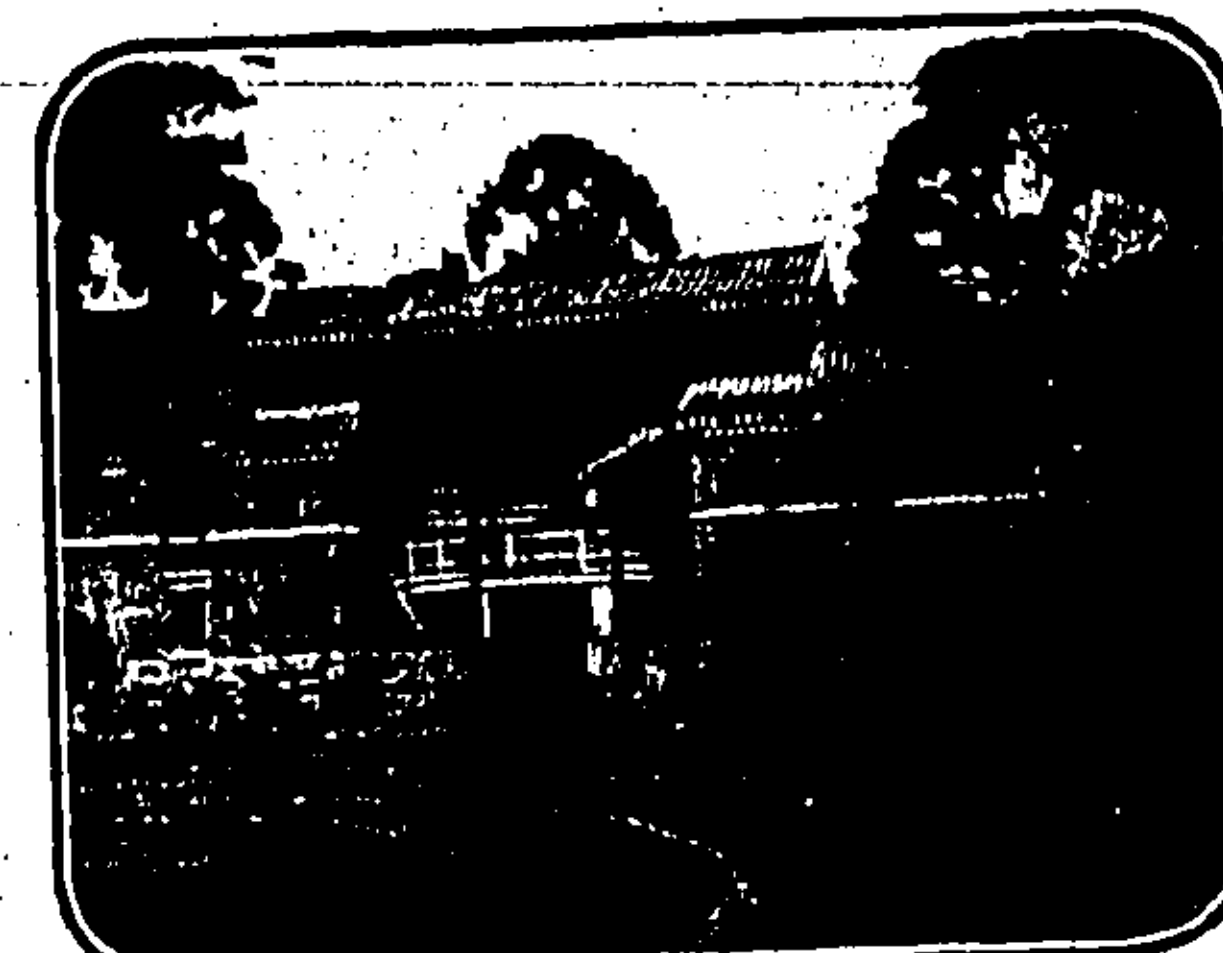
A restful scene, entitled "Sunset at Kowloon Reservoir," photographed by "H.S."



An effective study of junks in sail, taken from the Castle Peak Road by Mr. R. E. Phillips.



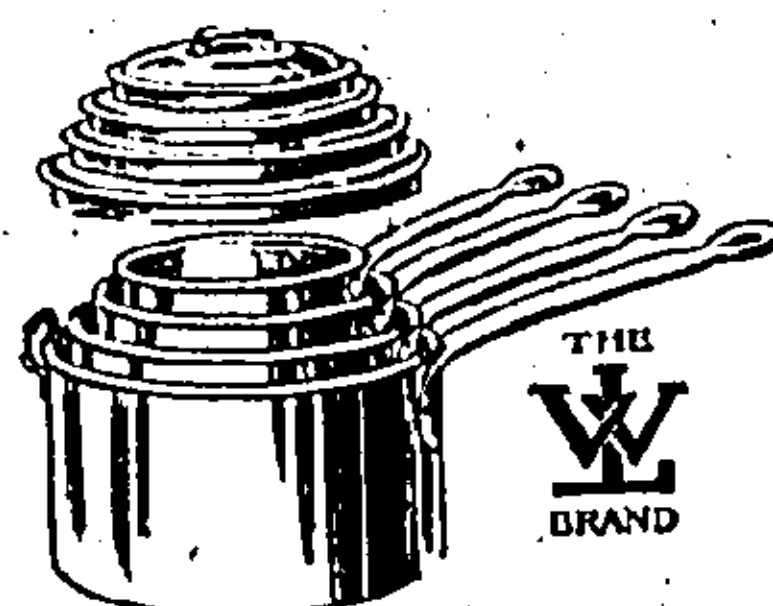
A pretty picture of Aberdeen, showing the fishing fleet in harbour, entered by Mr. E. P. Wassor.



Oriental architecture figures prominently in this entry, forwarded by Mr. A. R. Suffiad.

WHITEAWAYS.

EXCESS STOCK SALE.
Commencing MONDAY.
SPECIAL BARGAIN IN SAUCEPANS.



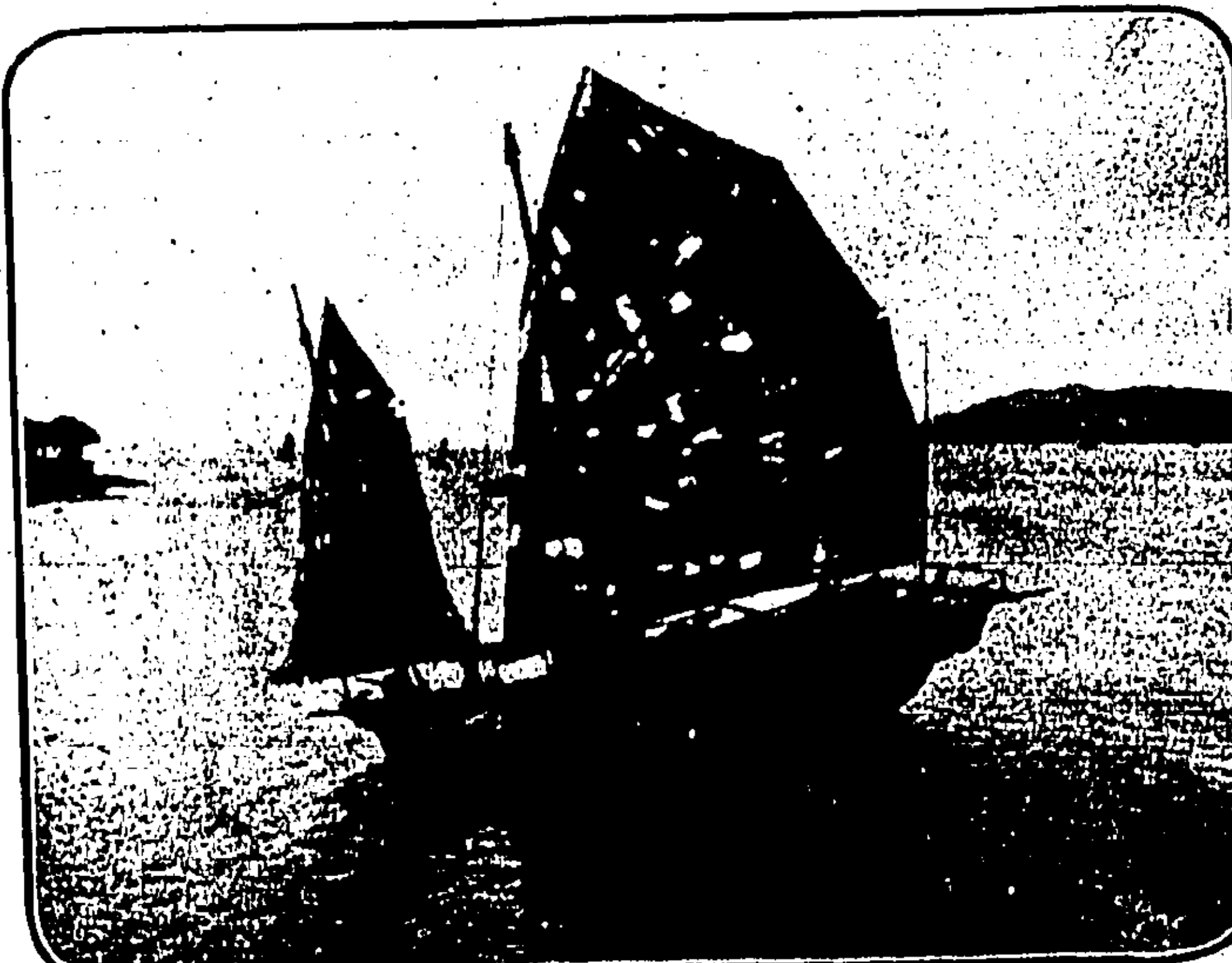
250 SETS

English made enamelled
Saucepans in sets of 5
Size 5 inch to 8 inch
diameter.

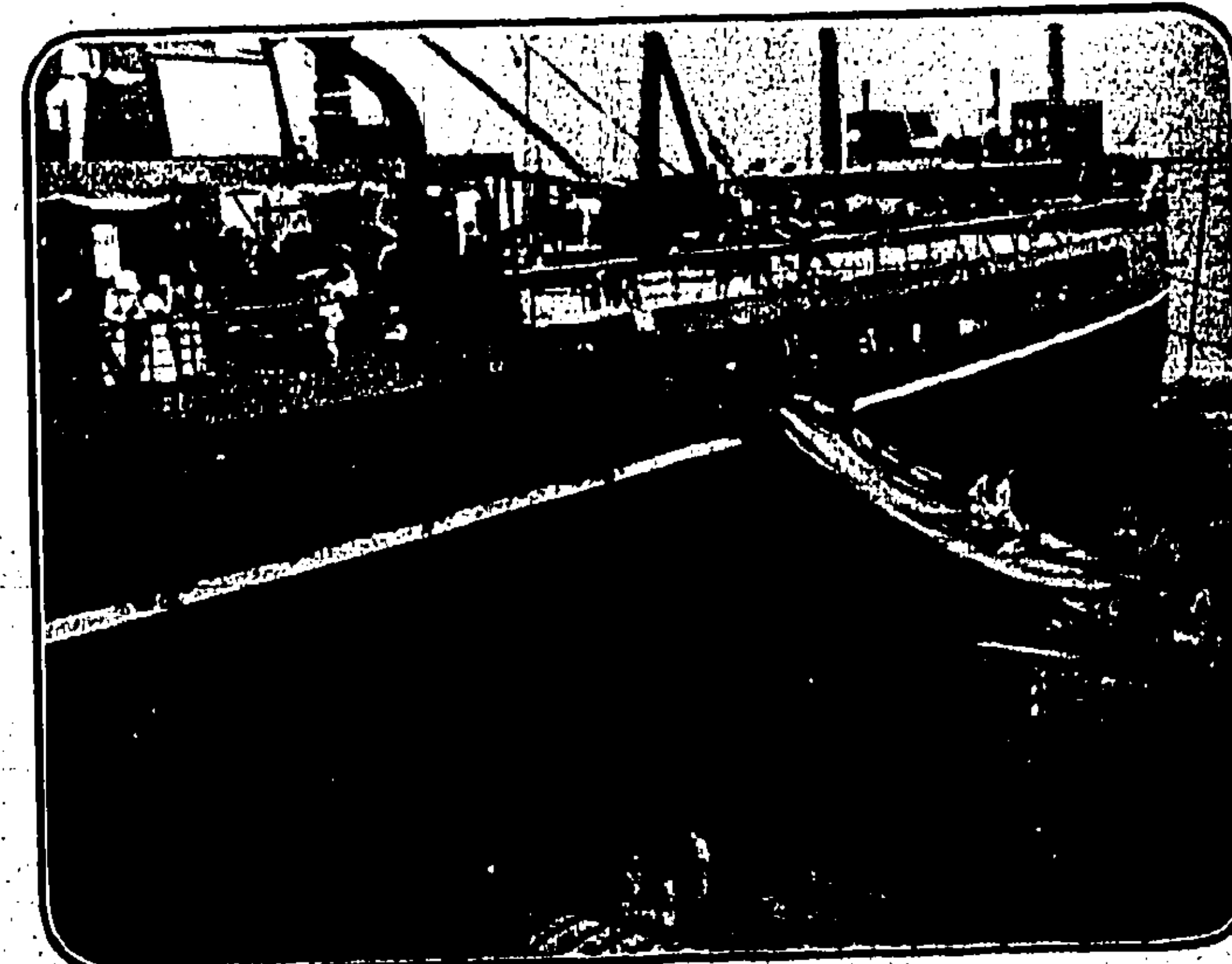
SALE \$3.50
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WE EXPECT A BIG DEMAND
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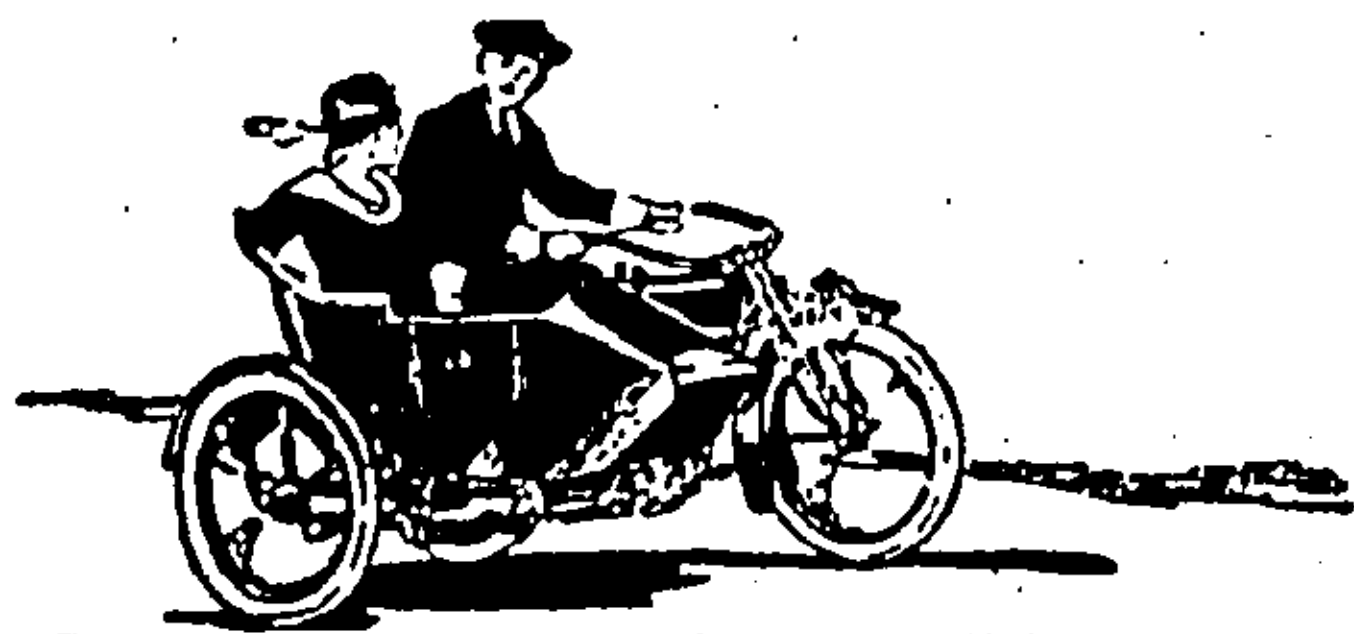


"The Weather-Beaten Sail," an effective junk study by Mr. S. B. Tan.



"All Ashore," a typical wharf scene, entered by Mr. S. B. Tan.

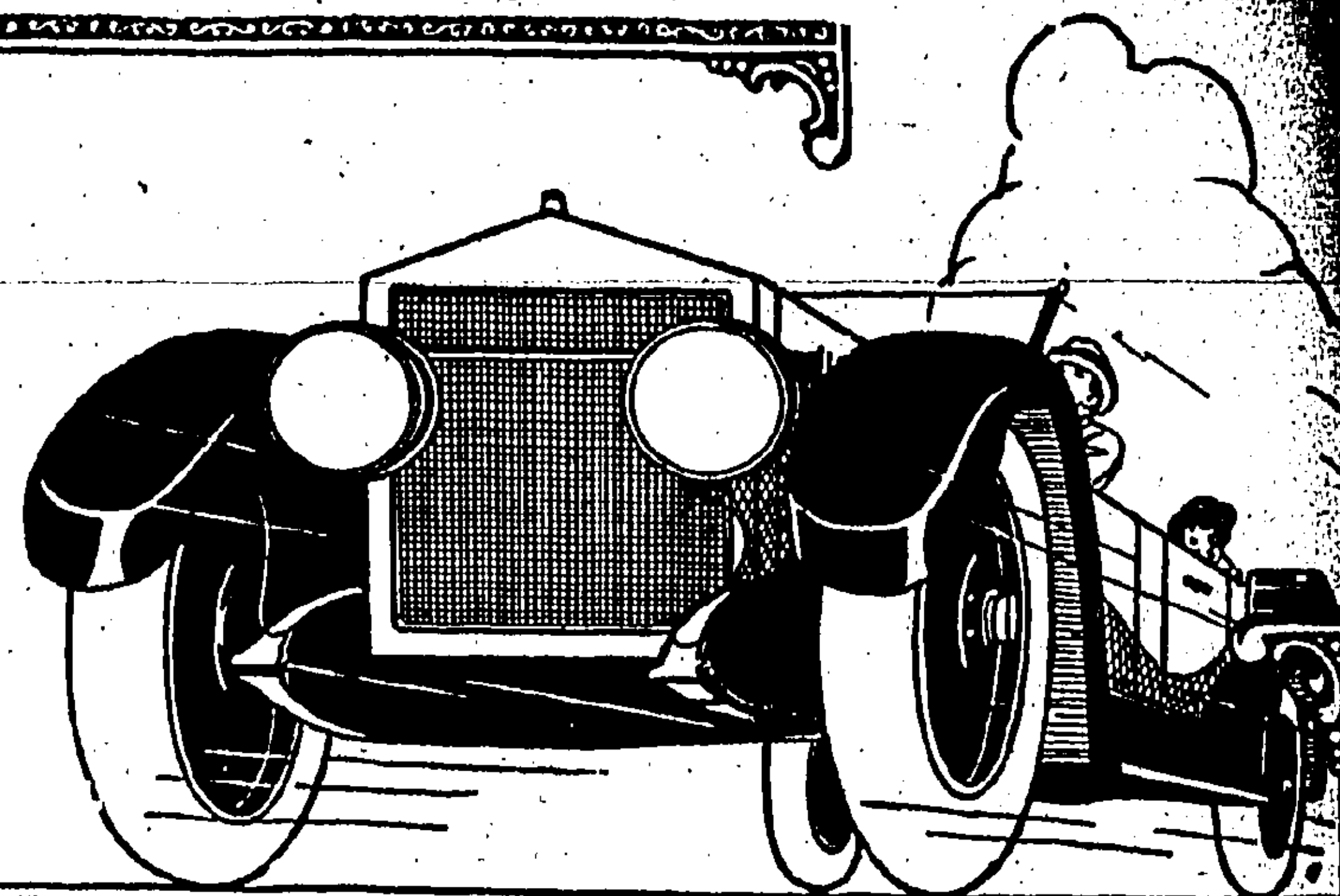
MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH

SATURDAY, OCTOBER, 3rd, 1931.

Being the Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



"An Even
Better
K.L.G.!"



THE NEW
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plugs
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The Hongkong Motor
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BRITISH SUCCESSES IN TRIALS.

Remarkable Feat of Morris Minor.

The last few weeks have seen more international triumphs added to the long list of British successes in trials of speed and endurance, triumphs which must be appreciated at their proper value throughout the world. Two English cars tied with Italians, Austrians, and Germans for the coveted Coupe des Glaciers in the Alpine trials; two of the existing world's speed records for baby cars, set up only five days before by British machines, the M.G. Midget and the Austin Seven, were beaten by a car said to be privately designed and built by Lord Ridley, when he attained 105.42 miles an hour over the flying kilometre and 104.66 over the flying mile; and the first £100 car to be marketed, the Morris Minor, achieved the astonishing figures of an average of 100.39 m.p.h. over a mile in both directions, 104 over the flying kilometre, and 101.96 for the double-run.

There has always been a subtle attraction about that designation, "the £100 car," says a home writer, but there has, until the Morris was exhibited and delivered into the hands of the public last year, always been a great deal of question as to the possibility of building a car at this price which would not only give faithful service but also be capable of such performance as is normally expected to-day of midget cars which cost from 25 per cent. to 100 per cent. more. Naturally, it is not to be expected that the Morris Minor that accomplished this remarkable feat is indistinguishable from the model you buy at a dealer's, but whatever modifications were necessary, it was a note worthy achievement of which the British industry may well be proud.

The successes of the Invicta, the Talbot, and the Rileys in the Alpine trial are, however, of far more immediate interest to the average owner. There can never have been a more strenuous test either for machines or men. Fourteen hundred and seventy-five miles over the Alps of Austria, Italy, Switzerland, and France in six days, at an average of something like 25 miles an hour, is a programme from which none but the very best cars are likely to emerge at all—let alone with credit. There is nothing freakish about this incomparable trial. The competitors simply have to make the best speed possible over the longest, most difficult, and highest mountain roads in Europe, which is exactly what every owner-driver who takes his car to the best touring-ground in the world hopes to do himself. Absolute reliability and high engine efficiency are essential. The cooling system must do its work properly at both 1,000 and 9,000 feet above the sea; in warm weather and in cold; in wet and in dry. A wide steering-lock (the Talbot is reported to have climbed the Stelvio, the longest, highest, and narrowest carriage road in Europe, without once reversing at the hairpin bends—a very unusual feat); faultless brakes, steering and suspension; ice-cold judgment and nerves; considerable experience of mountain motoring; perfect fitness and limitless pluck—these are indispensable.

It is rather surprising that some provision has not been made by automobile manufacturers for the fitting of a red reflex glass button at the rear of motor-cars and trucks as a protection against accidents, due to inoperative tail lights. The cost of these reflex buttons is only a few pence, and their fitting is a very simple matter. In fact, there appears to be no reason why the glass button

could not be incorporated in the tail lamp assembly. The lamps of an overtaking automobile will always pick up the little red button, and its use by motor cyclists and cyclists at the rear of their machines has been a great preventative of accidents. It would be a wise provision if it were compulsory for every vehicle that uses the road to have one of these little safety devices fitted at the back of it. The red reflex button is probably one of the best life-savers yet invented, and is certainly one of the cheapest.

The twenty-first anniversary of the filing of the safety-glass patent, was recently celebrated. Most motorists are acquainted with the theory of safety glass, two sheets of glass, with a sheet of celluloid in between, but few know how the idea originated. The inventor of safety glass was Edouard Benedictus, a French chemist of Dutch origin, who had an experimental laboratory in Paris. One day he dropped a bottle on the stone floor, and although it started inside like a crystal, it did not break. He remembered that it had contained a mixture of certain chemicals which had evaporated and coated the interior with a transparent enamel. Benedictus noted the fact, but thought no more about the matter until he heard some time later of a girl being injured by broken glass in an accident. Then he realised that on his shelf lay the secret of unshatterable glass. The patent was filed in 1910, but it was not until Mr. Reginald Delpach, the English pioneer motorist, took up the idea that safety glass was manufactured. Mr. Delpach founded the Triplex Co., and began to produce the glass. The output to-day is two million square feet per year.

The windshield wiper will last longer if used occasionally. It is not good practice to use it when the glass is dry, because particles of grit which adhere to the windshield will scratch the glass. During the summer season, start the motor and allow the wiper to operate for a few minutes each time the car is washed.

The latest publication of the Statistical department of the Society of Motor Manufacturers and Traders, Ltd., is full of valuable information regarding the state of the British motor industry to-day.

An estimate of sales of private cars for the year ending September, 1931, indicates a decrease of 4,000; sales of goods-carrying vehicles a decrease of 2,000; sales of hackney vehicles a decrease of 800. This decrease in sales will be at the expense of foreign imports. Saloon cars are easily the most popular, the proportion as compared with other types of bodywork having risen from 46 per cent. in 1927 to 88 per cent. in 1930. The number of private cars, lorries, and hackney vehicles in use has increased from 1,434,256 in 1929 to 1,532,820 in 1930. Goods-carrying vehicles have increased by 11.4 per cent., private cars by 7.6 per cent., and hackney vehicles by 3.2 per cent.

The figures which are given regarding imports are of particular interest in that the number of cars imported into Great Britain grows smaller each year. In 1925 over 41,000 cars were landed at British ports, and in 1930 only 9,761. This is due to a certain extent to overcautious makers setting up factories in England. An analysis has been made of the number of persons per car in each of the counties for the year 1930. In London there are 43.9 persons per car, and in Middlesex 27.8.

LOWEST PRICED CAR.

Mysterious New Model.

ENGINE AT BACK.

[By Jack Frost.]

The world's lowest-priced motor-car made its first public appearance recently in a London showroom before 500 motor agents and dealers from all parts of the British Isles, but no one was allowed to approach within five yards of it, a rope enclosure encircling the platform on which it slowly revolved.

The information given about the car, which has set the whole motoring world talking since it exclusively announced its coming last spring, was vague, and I understand that the greatest efforts are being made to prevent anybody from obtaining particulars. The price, which will be in the neighbourhood of £85, as I have already indicated, will not be decided upon until the eve of the Olympia Show.

The "Mystery" car, as it is described, is to be called the "Scarab." It has its air-cooled twin-cylinder engine, with overhead valves, and also its three-speed gear box, behind the roomy, deep, and comfortable-looking back seats.

Ample Room.

The front seats appeared to be bucket shaped, giving not only ample leg room but also legroom for the driver, for the battery, the steering column, gear lever, foot controls, and hand brake. There is a special recess for the spare wheel.

Disc wheels are fitted and each is independently sprung. The other new Rover, the 12-h.p. "pilot," with six-cylinder engine and four-speed gear box, has been designed for the motorist who is accustomed to a high-powered car but must economise on tax, insurance, and running expense.

THE SPARK PLUG.

Vital to Good Running.

WHEN TO RENEW.

The sparking plug is of vital importance to the satisfactory running of a motor vehicle, although until failure takes place owners and mechanics are apt to neglect this important detail.

Motorists frequently ask why it is better to change sparking plugs after a certain mileage has been run, when apparently the engine is functioning, and the present condition of the plugs. As a matter of fact, all sparking plugs should be renewed after 10,000 miles, and some earlier.

The reasons for this procedure are that at the end of 10,000 miles plugs are generally pretty well worn out, states Mr. H. Thornton Rutter in the *Morning Post*. The electrodes are usually burned and pitted, the insulator is covered with carbon, through which some of the electric current leaks, and there is often a harmless looking deposit on the surface of the insulator which at high speeds may cause preignition.

Difficulty in starting, due to worn-out plugs, runs the battery down, making more frequent recharging necessary. Also worn plugs waste petrol because they "miss" at certain speeds, allowing gas mixture from the cylinder to pass into the exhaust unburned. Besides the waste the unburned particles of the petrol are apt to seep into the crank-case and dilute the lubricating oil to its disadvantage.

An Economical Course.

That also adds to the expense of running, as the oil needs to be

A YEAR'S TEST.

Within a Period of
Sixty Days.

THE BUICK WAY.

Within a period of sixty days the Buick engineering staff can now do as much development work as it formerly could accomplish in a year, according to A. F. Bassett, Managing Director of General Motors Export Company.

"A test car can be put on the General Motors proving ground to-day and, in a comparatively short time, run 25,000 miles under the constant supervision of the Buick engineering staff. If some new experimental device fails to stand up under the constant strain of high speed driving the engineers have little difficulty, under these conditions, in discovering what is wrong," Mr. Bassett said.

Discussing the engineering resources of the Buick-Motor Company, Mr. Bassett pointed out that the engineering set-up of General Motors includes a technical board comprised of the corporation and division engineers, representatives of the General Motors Research laboratories and engineers from the proving grounds; these, in addition to Buick's own engineering staff which numbers about 476 men, constitute the engineering foundation on which Buick builds better automobiles.

"On the chief engineer's staff alone there are 60 men more than the entire engineering department of many companies," Mr. Bassett continued.

"An entire lifetime can be spent studying one certain motor part without learning all there is to know about it. At Buick there are specialists for everything. There are 17 men working on engine developments alone."

Among the recent outstanding contributions made by the Buick staff to the improvement of automotive engineering are Buick synchromesh transmission, the oil temperature regulator and the carburetor air intake cleaner and silencer. These proven features are built into all 1931 Buick straight-eights.

QUICK WIT.

There was a good example of business enterprise to be seen in the Vauxhall Bridge-road. A car dashed into the plate glass window of a motor establishment there. Within an hour the front was boarded up and a notice affixed: "Cars literally hurt themselves in here for repairs."

changed earlier than otherwise would be necessary. As sparking-plugs are expensive, it is more economical to fit a new set after, say, 10,000 miles than incur losses in these directions.

During a test of an engine, recently fitted with old sparking-plugs, it developed 31.2 h.p. at an engine speed equivalent to 20 miles an hour on the road. The same motor, fitted with a new set of sparkplugs, produced 38 h.p. at the same engine speed, a gain of nearly 7 h.p.

Another source of the spoiling of good plugs is the iron content in some "cheap" petrol. This leaves a brown coating over the insulator. Such a coating becomes a good electrical conductor at high temperature, causing "missing" of the engine, because the spark current will travel through the coating, rather than jump the gap between the electrodes.

This coating is difficult to clear from the insulator, and so when owners see that this has a dark brown colour, they should change the plugs to avoid trouble.

AND NOW FOR THE 1932 HARLEYS

OUR FIRST SHIPMENT
OF THE 1932 HARLEYS

IS ON THE WAY

PRICES
ARE
GREATLY
REDUCED!

BOOK
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NOW!

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Bring your car in and we'll soon tell you what has to be done, and we'll prove by our estimate that our prices are as honest as our workmanship. Your job will be supervised by ("Gas") Gascon.

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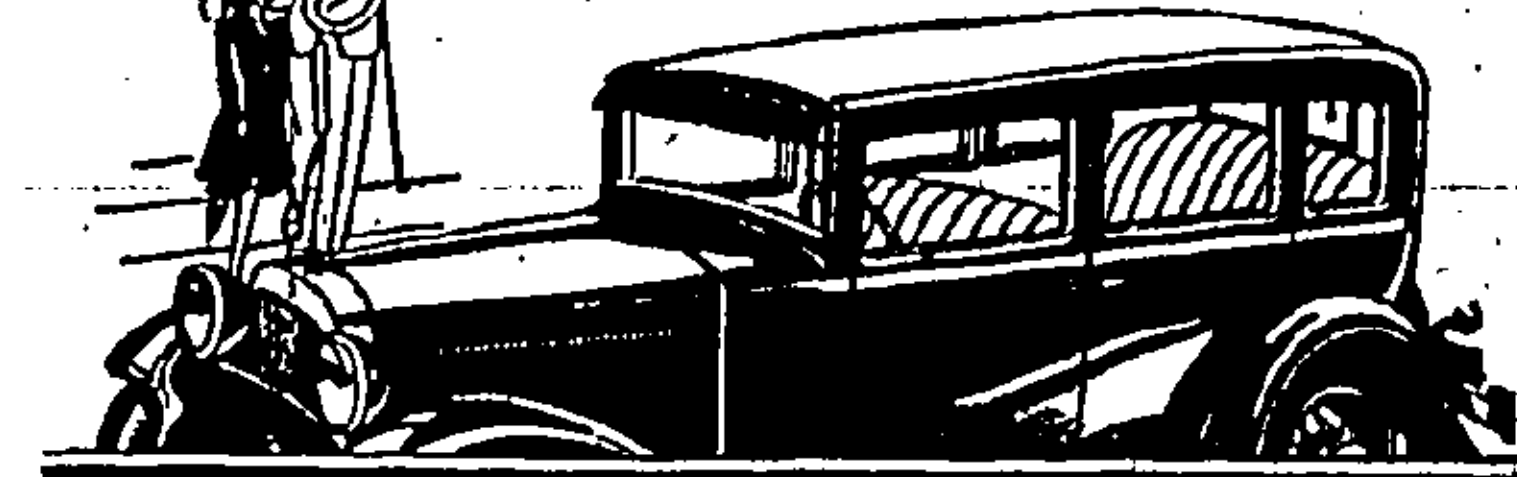
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Simonizing will keep any car looking new through thousands of driving miles. The original beauty comes back at once when you use the wonderful Simoniz Kleener. Then Simoniz adds sparkle and provides mighty protection for the finish. The sooner you Simoniz the better.

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Sole Distributors: Bank of Canton Building—

"STREET SCENE."



"AND TO THINK THAT I PAID A DOCTOR
TEN DOLLARS TO TELL ME I NEEDED EXERCISE!"

ANSWER A LEMON.

"I sold five lemons for \$210," said a witness in a dispute over a motor-car business in the King's Bench Division yesterday. Mr. Justice Ivory—Is that the

name of a car? The witness explained that "lemon" was a term used in the trade for second-hand cars of little value. Mr. Justice Ivory—The answer is a lemon.

FREE WHEEL CAR DRIVES.

Gear Changing Made Easier.

NEW DRIVING METHODS NECESSARY.

[By H. Thornton Rutter.]

Much discussion has arisen among motorists in regard to the benefit or otherwise of having a "free wheel" drive to their cars.

America has chosen to advertise this attachment to the transmission of the drive as a means of saving petrol and as a novelty to their new cars for next season. The type of free wheel fitted to American cars reminds one of the old coaster hub attached to pedal bicycles, as it permits the car to over-run the engine on all occasions when, in operation, the foot is lifted from the accelerator pedal.

There is no gainsaying that a free wheel makes gear changing much simpler to the driver, as there is no need to throw out the clutch nor to accelerate the engine to effect a change of driving ratio. But a free wheel entirely changes the method of driving. It is very important to realise this in order to keep a proper control of the car.

In the first place, drivers are so accustomed to the braking effect of the engine on the speed travelled when their foot is taken off the accelerator pedal, that their judgment of speed and distance in slowing up or stopping the car has to be entirely revised for the new condition.

Increased Speed.

Instead of the car slowing down, it actually increases its speed, unless travelling uphill, when the car over-runs the engine, so that the foot brake has to be applied much sooner than with a fixed geared transmission system.

Thus, while competent drivers use their brakes as seldom as possible, driving their cars on the throttle, with a free wheel they must drive on their brakes. Hitherto this has been considered bad driving.

I must pay a compliment to the American motor-car makers that in no case have they provided a free wheel without a means of throwing it out of operation in order to revert to a fixed gear should the driver wish to do so.

In England free wheels are of not very much use except to make gear-changing easier. We have no great lengths of mountain roads where we can save fuel consumption by coasting for many miles at a time.

sumption by coasting for many miles at a time.

All that we obtain in practice—as I have found from personal experience when driving a car with an optional free wheel during the past six months—is a constant free-wheeling in traffic, where it is a danger unless the driver uses the brakes more frequently than he would without a free wheel.

In Open Country.

Occasionally in the open country one can free wheel for about a mile, seldom further. At the same time it must be remembered British motor-car manufacturers are seeking to sell their cars in every part of the world. Therefore one must not forget that there are wide open spaces with little traffic in countries outside the United Kingdom in which the free wheel might be beneficial as an economy factor.

Otherwise, I am of the opinion that the present aim of British automobile engineers and designers in producing easy changing gear-boxes and pre-selective gear units—with optional free wheel by putting the gears in neutral—is better and safer than the "coaster hub" free wheel pure and simple.

Even the best brakes may fail at times, and so it is wise to have a gear-box that can give the driver a certainty of engaging any gear ratio at will in order to use the engine and a low gear as a brake.

I had a run recently in the new four-cylinder 16.9 h.p. Plymouth car, the latest "free wheel" built in the United States. In this design the coaster hub behind the gear-box has a clutch arrangement actuated by a push and pull knob on the dashboard.

When this knob is pushed in, the free wheel is in operation. To throw it out of action one has to depress the clutch and then pull out the control, which transforms the drive to a fixed gear.

Question of Time.

Consequently, if one were coasting down a hill and found that speed was increasing too much and the brakes did not slow up the car sufficiently, the driver would first have to put in a low gear ratio, then throw out the clutch, stoop forward, and finally pull out the free wheel control in order to use the braking power of the engine and a low gear to slow up the car, more or less out of control.

Could this be done in time to avert an accident? It greatly depends on the actual circumstances, speed length, and character of the descent. Also, whether the free wheel clutch came into fixed gear action on demand.

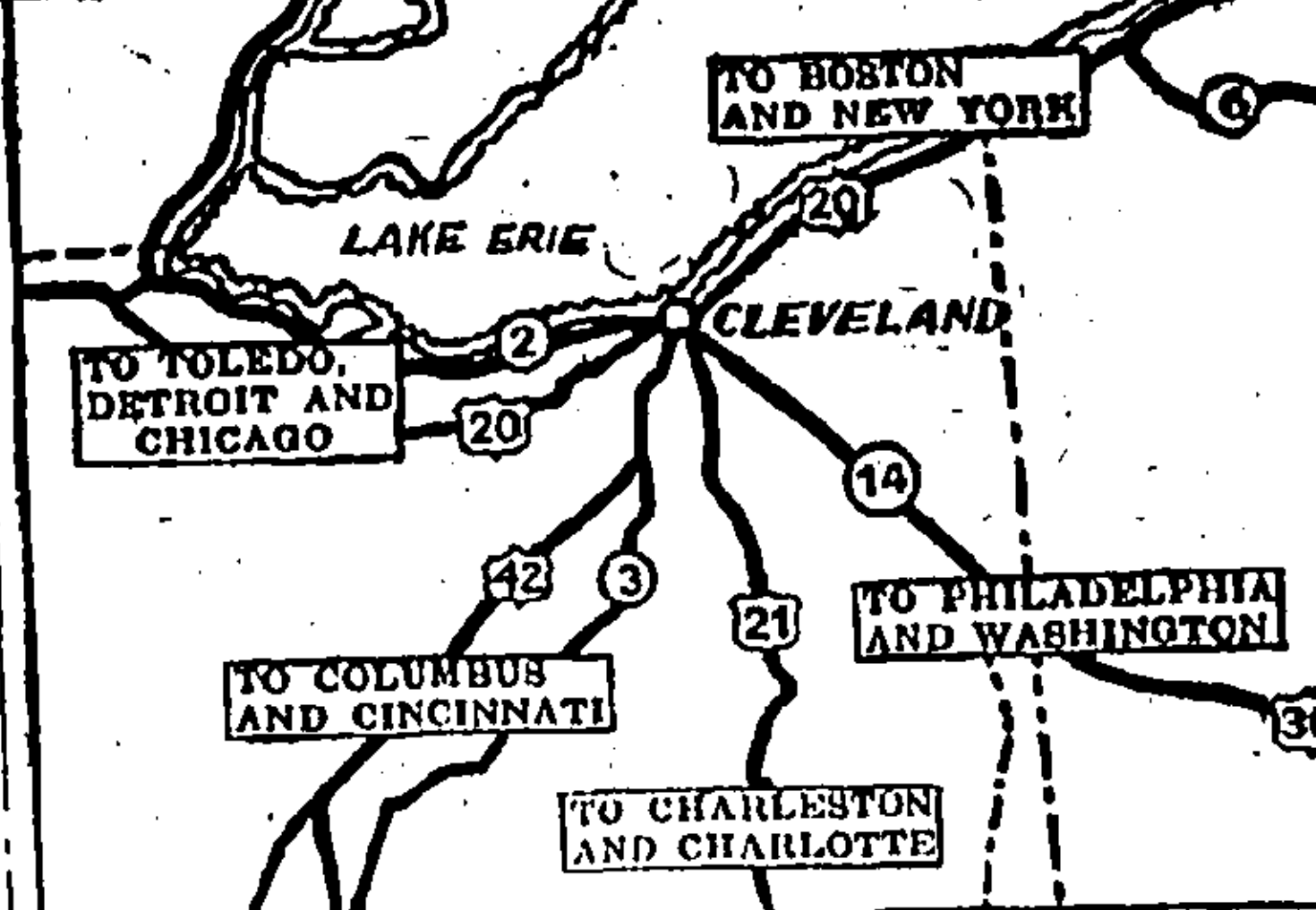
At present that is the general method adopted on many American cars.

I think that the pre-selective gear-box may cost a little more than a free wheel coasting attachment to the propeller shaft or gear-box, but it is infinitely safer under similar conditions in descending a hill free wheeling.

With that device one has only to throw out the clutch and the gear is immediately engaged, as the driver has pre-selected his low gear immediately after he has allowed the car to free wheel ready for an emergency should one occur.

I am sure this system is quicker, as, even with a free wheel attachment, the driver has to pause somewhat in making a gear change to effect it quietly and with out risk of damaging teeth, besides having to shift the free wheel out of action.

VENUE OF AMERICAN AIR RACES.



Cleveland, Aug. 15.—While aeroplane motors all over the United States and parts of Canada are being tuned up to roar over the skyways to this city for participation in the National Air Races Aug. 29 to Sept. 7, thousands of motorists also are getting ready to tour to the greatest air spectacle the country offers.

Situated on the shore of Lake Erie, Cleveland is the hub of a half-wheel of fine roads leading in from the south, east and west. Tourists should encounter no rough going on the way here.

From east and west, probably the most travelled road to Cleveland is U.S. highway 20. Boston, is the eastern starting point of this highway, and at Albany, tourists from New York City can join the trek westward over this road. The route continues on through Buffalo and Erie, and thence into Cleveland.

More direct a route from New York City is U.S. highway 6 which cuts diagonally across New Jersey and Pennsylvania and joins route 20 at Erie. This highway, like 20, is well paved all the way.

From Baltimore, Philadelphia and Washington the best road is the Lincoln Highway. This starts at Philadelphia, but good connecting roads lead from the other two cities meeting it at Gettysburg, Pa. Its route leads through Pittsburgh and East Liverpool, O., to Lisbon, whence state highway 14 runs directly into the city.

Easy Routes to Follow.

From the south U.S. highway 21 runs all the way from Savannah, Ga., where U.S. 17 brings tourists up from Florida's east coast. The route passes through Columbia, S. C., Charlotte, N. C., Charleston, W. Va., and enters Ohio at Marietta. From the last city the route goes due north to Cleveland. From the southwest, several routes converge at Cincinnati,

Aeroplanes will go as the crow flies, but autos will have to take one of several good roads that converge at Cleveland, as shown by map, where the National Air Races will be held from Aug. 29 to Sept. 7.

where U.S. highway 42 runs up to Cleveland. U.S. highway 27 comes from Knoxville and Augusta, Ga., while U.S. highway 27 leads up from Lexington, Ky., Chattanooga, Tenn., Atlanta, Ga., and the Florida west coast.

The National Old Trails Road, connecting at St. Louis with U.S. 40 from Denver, runs east to Indianapolis and Columbus, O. At the latter city state highway 3 continues on to Cleveland.

From the west, tourists may point towards Chicago, where they may take U.S. highway 20 through South Bend and Elkhart, Ind., to Toledo, O. At the latter city either state highway 2, which skirts Lake Erie, or U.S. 20, which continues a little farther south, can be taken.

Preparations for Visitors.

Tourists from Michigan may join U.S. 20 from any of that state's north and south highways.

Once in Cleveland, the out-of-town tourist would experience difficulty locating the airport were it not for arrangements made by the National Air Race committee. The best roads to the airport will be plainly marked. If the tourist wishes, after a tiresome trip to the city, he can board a bus in the downtown section of the city and be taken direct to the port.

Those who are fortunate enough to own aeroplanes will be able to fly into the same airport at which the air races are being staged. Arrangements have been made to transport these persons to downtown hotels after the races.

An "off the beaten path" object of interest to the air race visitor is the huge Navy airship, the "Akron." This is housed in its dock in Akron, which is 35 miles south of Cleveland. There is a possibility that this huge dreadnaught of the air will be completed in time for participation in the air race ceremonies.

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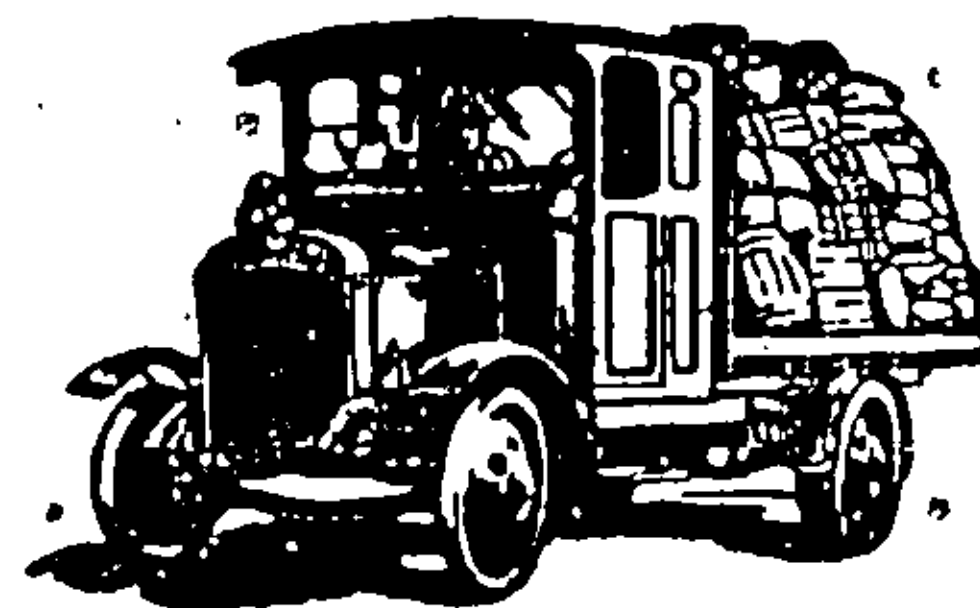
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BUICK for 1931

Another shipment of the 1931 Model Buick Straight Eight Motor Cars has arrived. We cordially invite you to come in and inspect the Eight with BUICK'S Prestige—you will then understand why more than 2,600,000 people have chosen Buicks again and again.

BUICK HAS AGAIN BUILT A BETTER AUTOMOBILE.

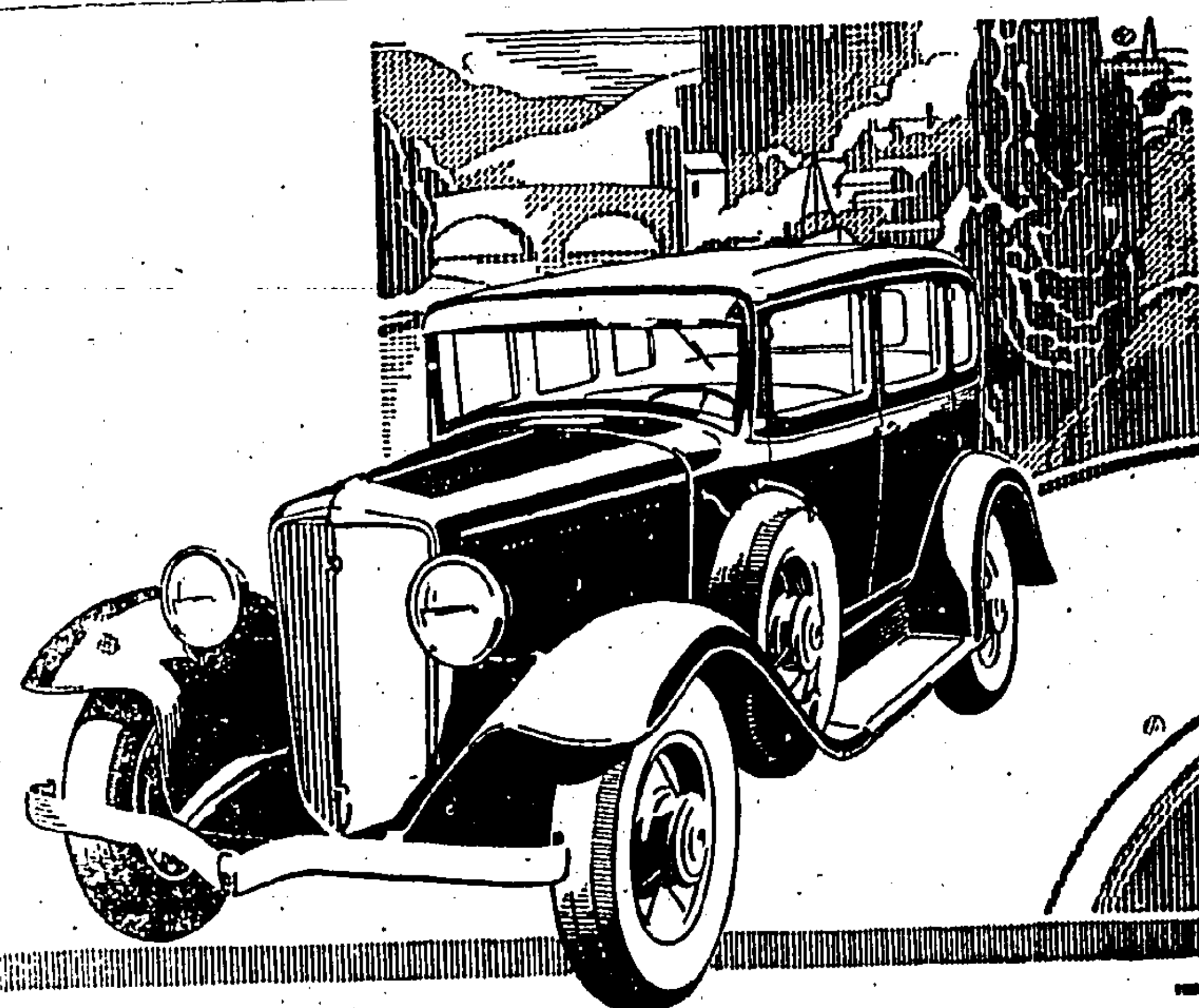
Why not let us take you for a drive in one of these new Buick Great Eights—and let you see for yourself how much more Buick gives for less money.

114" Wheelbase Buick Models	HK\$8,955 to HK\$ 7,525
118" Wheelbase Buick Models	HK\$8,275 to HK\$ 8,775
124" Wheelbase Buick Models	HK\$9,820 to HK\$ 9,980
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TELEPHONE 30228.

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The world is going free wheeling

SINCE Studebaker introduced free wheeling, the world's finest cars and most discriminating motorists have adopted this finer type of motoring. First available in Studebaker Eights, free wheeling is now offered in Studebaker's low-priced Six. In this brilliant car, the spirited performance of a 70-horsepower engine is combined with free wheeling thrill and economy. You glide forward, borne by momentum, each time your foot releases the accelerator. You save 15% to 20% in fuel and oil because your engine "rests" one mile in five. We invite you to drive this Six—today.

All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.

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and at STUBBS RD.

The Hong Kong & Shanghai Hotels, Ltd.
(Incorporated in Hongkong)

STUDEBAKER

STICKING VALVES.

Foremost Reason for Engine Stalling.

USEFUL HINTS.

[By Israel Klein.]

Perhaps the foremost reason for stalling of a motor is sticking exhaust valves.

Exhaust valves must stand the strain of high temperatures, rising to about 1,800 degrees Fahrenheit in modern engines. If there is any tendency toward oil pumping past the pistons, therefore, there is also the likelihood of formation of a sticky carbon deposit on the valves.

Besides, if the valves are not of the proper heat-resisting substance, they will warp and stick.

Even the sturdiest of alloys now used for exhaust valves undergo a certain degree of warping. Since the valves are set into their seats to fit snugly before they have been put to the severe heat test, it is advisable for the owner of a new car to have the valves resorted after a comparatively short run.

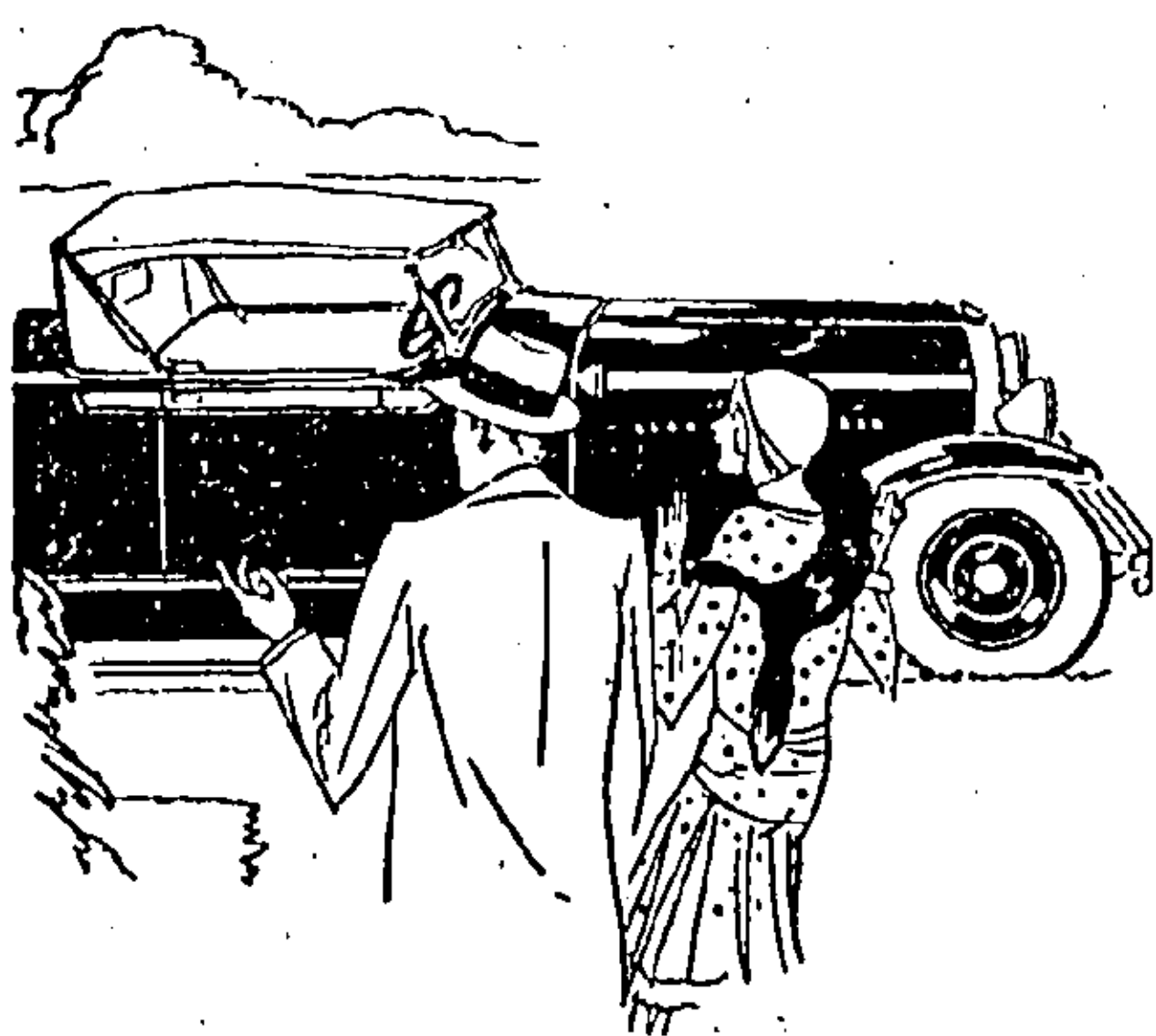
Usually the practice is to grind valves at about every 10,000 miles, but in the case of a new car the first grinding, or resetting of valves should be done at half that mileage or even less. Then, warped into position and resorted to fit, the valves should give no trouble for a year at least.

The trouble of sticking valves, and consequent stalling of the engine, is due in large part to the fact that there is a spot along the stem where the heat is just sufficient to crack any oil that might get through to the combustion chamber and leave a fatty, sticky carbon deposit on its surface.

This point is just about where the valve stem slides through the guide. If coated with a sticky carbon deposit, therefore, the stem will stick in the guide.

Ways of avoiding this trouble have included reaming out the guide to give the stem a little more room, or of grinding down the part of the stem that slides through the guide. Neither way is very effective, especially if the motor is pumping oil, because the layer of sticky carbon will merely become thicker and cause sticking anyway.

Valves can't stand grinding too often. Every time they are refaced, the outer edges are worn down until the valve, with the head decreased in diameter, will seat itself lower than originally and therefore will not be lifted as high above the seat as before.

DON'T TELL THEM
It Isn't a New Car

When congratulations are being given you for your new car—don't tell them that it is only the new DUCO refinishing job which has made your car colorful and beautiful.

DUCO will give lasting satisfaction, as it is weatherproof and waterproof. It is made only by du Pont. Refuse imitations which only promise to do what DUCO actually does!

See your DUCO refinisher to-day!

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NOVEL CAR.

Baby Record-Breaker.

ENGINE ON SIDE.

Details of the remarkable "baby" car with which Lord Ridley attained 105.2 miles an hour at Brooklands show that it is of most unorthodox design.

Rated at seven horse-power, with a capacity of 746 c.c., the four-cylinder engine is laid on its side, as it were, the cylinders being horizontal and projecting towards the rear side of the car. One reason for this arrangement is to assist in the streamlining. So effectively has this been worked out that the actual windage area has been reduced to seven square feet.

Extremely low slung, the chassis members are only four inches from the ground, and the driver sits with his legs alongside what would normally be the pump of the engine, while the propeller-shaft passes alongside his left hip.

Suspension is by two pairs of super-imposed quarter-elliptic springs fitted with shock-absorbers. At 6500 r.p.m. the engine develops 51 h.p. Special attention has been given to the oiling, the dry-sump system being used.

An unusual feature of the engine is that the stroke of the pistons is less than their diameter. A supercharger is fitted.

The car was built by Lord Ridley and Mr. G. L. Sartoris at the former's Northumberland estate, and was designed primarily to attack class records.

The result will be a smaller opening for the escape of the exhaust gases, and consequent failure of the valve to permit the entire charge to escape.

When this situation arises, new valves should be installed.

In this connection, it is essential that the proper valve tappet clearances be maintained. If this clearance is not what had been arranged for in the original design, the valve timing will be changed. This will affect the operating temperature of the valves, considerably and cause preignition.

Most trouble of this sort can be found on the exhaust side. But sometimes the intake valves may stick, although very seldom.

When this occurs the blame may be ascribed to formation of a gasoline gum deposit on the valves.

Gum forms in gasoline when it is kept too long exposed to air. There is hardly a chance of finding gum, to any harmful degree, in the gasolines on sale at the various service stations. But it would form easily in tanks of automobiles which have been allowed to stand without use.

If a car hasn't been used for a few weeks it is advisable to drain the tank and carburetor and fill with fresh gas.

THE OIL FILTER.

Most Important Part of Car.

SAVES WEAR.

The oil filter saves wear by preventing foreign matter such as dust, carbon, grit and sand from mixing with the oil, according to H. A. Alfth, service manager of General Motors Export Company.

"Motorists," Mr. Alfth says, "will be interested to know just what an oil filter is and why it should be removed after 10,000 miles of driving. The oil filter consists of a rectangular bag, made from special flannel, with the nap side forming the inner wall of the bag. The bag has an inlet channel which connects with a series of other channels running the length of the bag. The oil is thus filtered through the channels in the bag, the dirt remaining on the inside of the channels and the clean oil feeding back to the engine.

"This filtering bag is rolled up and fits into a metal screen, which is placed in a cylindrical metal container having inlet and outlet connections to the oil supply.

"As much as two pounds of sludge, including much abrasive matter, is removed from the crankcase oil by the oil filter in 10,000 miles of average driving.

The removal of this foreign matter from the oil saves wear and thus minimizes need for replacement of various working parts of the engine. Use of the oil filter enables Buick to recommend changing the oil only four times a year.

"With the oil filter the oil is filtered progressively and through a filtering area of 600 square inches. The filter functions at high efficiency until every inch of the filtering area has been finally filled with residue, which occurs about every 10,000 miles of driving.

Then the oil filter cartridge should be replaced, which will make the oil filter as good as new again, and ready for 10,000 more miles of service. The motorist should not neglect to have this servicing done at an authorized Buick service station."

OH, THOSE TAXES!

Special motor vehicle taxes have increased 510 per cent. in the past 10 years, the Society of Automotive Engineers reports. During the same period motor vehicle registration increased 152 per cent., while expenditures for state highways and local roads increased only 43 per cent.

CAUSE OF CONGESTION.

The main cause of traffic congestion in cities is the registration of 56 per cent. of all the motor vehicles in the country in urban areas, the American Automobile Association reports.

SINGLE PEDAL CONTROL.

Important Prediction of English Authority.

The success of the Armstrong-Siddeley self-changing, pre-selective gear-box, the Daimler fluid flywheel, and the Studebaker free-wheel has led an English authority to predict that the car of the future will be controlled by a single pedal.

The fluid flywheel has now effectively shown that a car can be driven by means of two pedals only in place of the regulation three. That is a big advance on some old-time cars, which were controlled by five pedals. Protagonists of electricity and steam-driven vehicles used in the old days to remind us that with internal combustion engines we could never have what they afforded, namely, single-pedal control. Time will show that they are wrong, or, at all events, it can show this, says an Autocar writer.

But that one pedal is enough for any car can now be readily established. First of all, we start off with the throttle control that, by some means or another, is in command of the clutch, in conjunction with a self-changing gear-box or a free-wheel. Then, we want to make the same pedal take charge of braking.

One Pedal Only.

There is, mechanically, no difficulty at all in this problem. It can be solved along two lines, and for both of them there is precedent. Assuming that to make the car go faster we press the pedal down, then to start it was must allow that pedal to come back. Beyond a certain neutral point its motion can bring into action a servo system

IMPROVING POSITION.

Sale of British Cars in Australia.

Interesting figures which reveal the steady progress of the British motor industry in Australia have just been made available by Mr. J. S. Strong, motor secretary, Australian Association of British Manufacturers. The figures relate to the registrations of new motor vehicles for the first half year in the years 1929, 1930, and 1931.

A steady increase in the percentage of British vehicles registered was recorded in each State for which figures are available, as the table shows:—

Cars.			
	1929.	1930.	1931.
	Per cent.	Per cent.	Per cent.
Vic.	16.8	21.1	22.1
S. Aus.	13.6	16	23
N.S.W.	11.8	14.3	17
Q'land	8	9.3	12.9

Commercial Vehicles.			
	1929.	1930.	1931.
	Per cent.	Per cent.	Per cent.
Vic.	7.6	10.5	11.6
S. Aus.	10.3	12.5	25.6
N.S.W.	8.5	10	11.6
Q'land	5.6	5.4	12.6

A great contributing cause to this gain in popularity of the British car, of course, has been the development and success of the car under 1100 c.c., and especially of the miniature car.

"MOTOR MINDED."

How Britain's Drivers Have Improved.

Commenting on the reduction in the number of street accidents in the London area during the first quarter of this year, The Light Car and Cyclecar says:—"We feel that the recent increase in road safety is the culmination of years of gradual education in highway behaviour and it marks, we hope, the beginning of a new era in which every road user will at last come to realise his responsibilities in the modern scheme of things.

"The difficulty in the past has been that the motor vehicle has been a new-comer—an interloper, in fact, in the minds of many; its presence has been resented, and its speed distrusted. As a result, other road users have been inclined to 'stick up' for what they have termed their 'rights,' irrespective of whether these so-called 'rights' were consistent with either courtesy or safety; and so long as you have ill-feeling on the road, so you will have danger.

Now, however, the mind of the public has begun to catch up with the increase in traffic and, with the prominent symbol of the Road Traffic Act before them, road users in general have made a determined effort to fall in with modern conditions. The public is, in fact, becoming 'motor minded.'"

RIDE CONTENTEDLY
ON MICHELINS

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4th Floor,
China Building.

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FIAT GARAGE

Tel. 22221.

Tel. 21821.



BIRTHPLACE OF CHICAGO'S MAYOR.



Birthplace of Anton J. Cermak, Mayor of Chicago, Illinois, who was born in this house in Kladno, Czechoslovakia, and was destined to become Mayor of America's second largest city. A Chevrolet car is parked in front of the little house that has been made famous by a boy who emigrated to the New World. The Mayor of Kladno has renamed the street in honour of Anton Cermak.

You
WON'T NEED
TO CRANK ITIf you use a
Firestone
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and OUR SERVICE

Firestone Batteries are built to spin the motor every time you step on the starter. Our FREE SERVICE keeps your battery in A1 condition. Come in regularly.



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THE

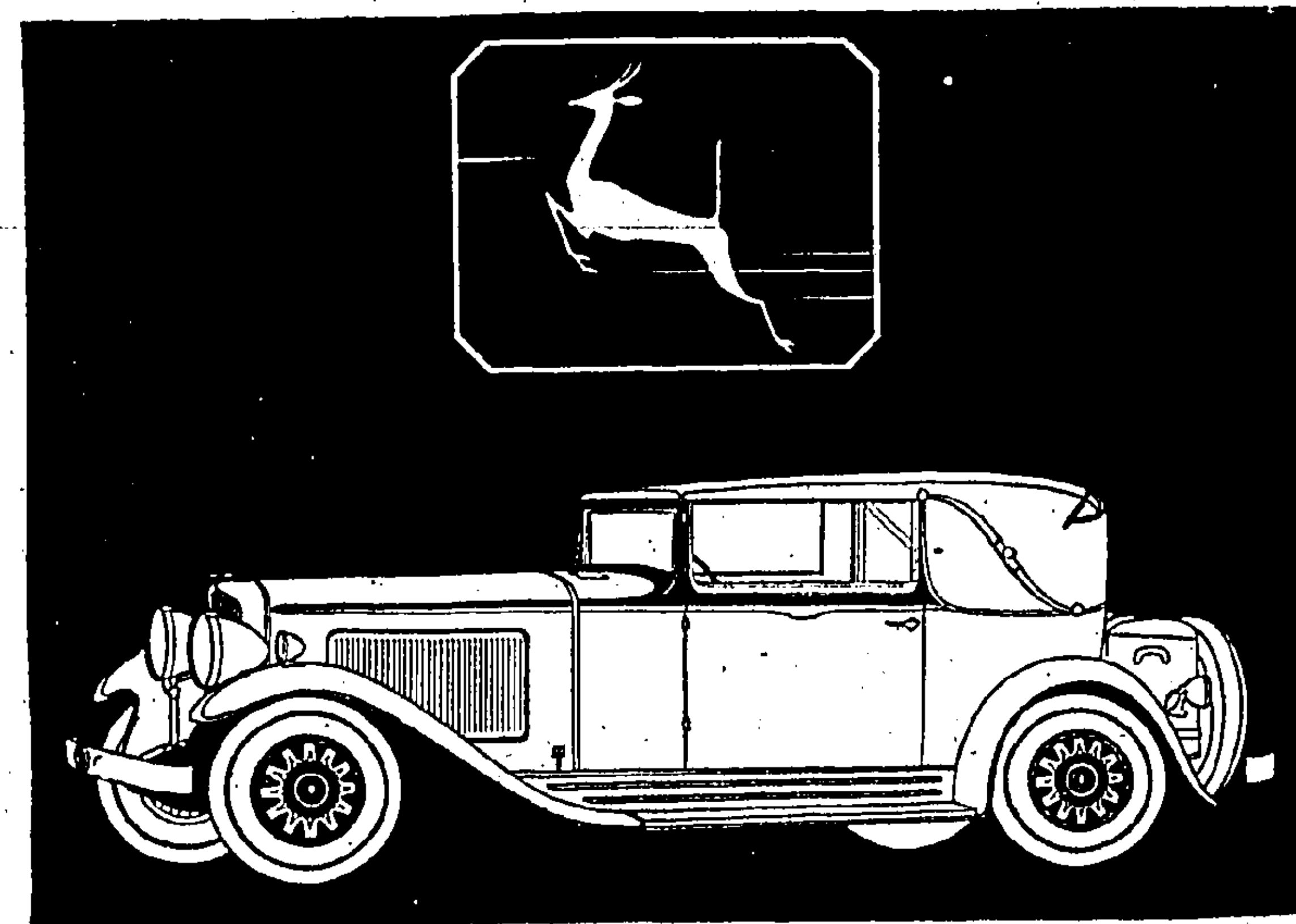
DRAGON MOTOR CAR CO., LTD.

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BILLIONS FOR ROADS.

About 60,000 miles of highways will be improved in the United States this year at a cost of more than one and a half billion dollars.



ENGINEERED FOR SILENCE

ALL of the new Nash models possess scientifically sound-proofed bodies and sound-insulated chassis. This advanced construction, together with outstanding refinements in the Nash engine, constitutes the greatest forward step taken in the industry toward the elimination of operating noises.

Each of 25 new and different Nash models incorporates the famous perfected synchro-shift safety transmission with silent second speed—an important feature which eliminates noisy and uncertain gear shifting—mechanical advancement which permits shifting from "top to second" at relatively high speeds quickly, easily, and quietly.

Second-speed-in-the new Nash is as quiet as top gear!

To fully appreciate what this revolutionary achievement means, drive a new Nash. Prepare yourself for a new sensation in motoring—for a degree of power smoothness and operating quiet you never dreamed of in any motor car.

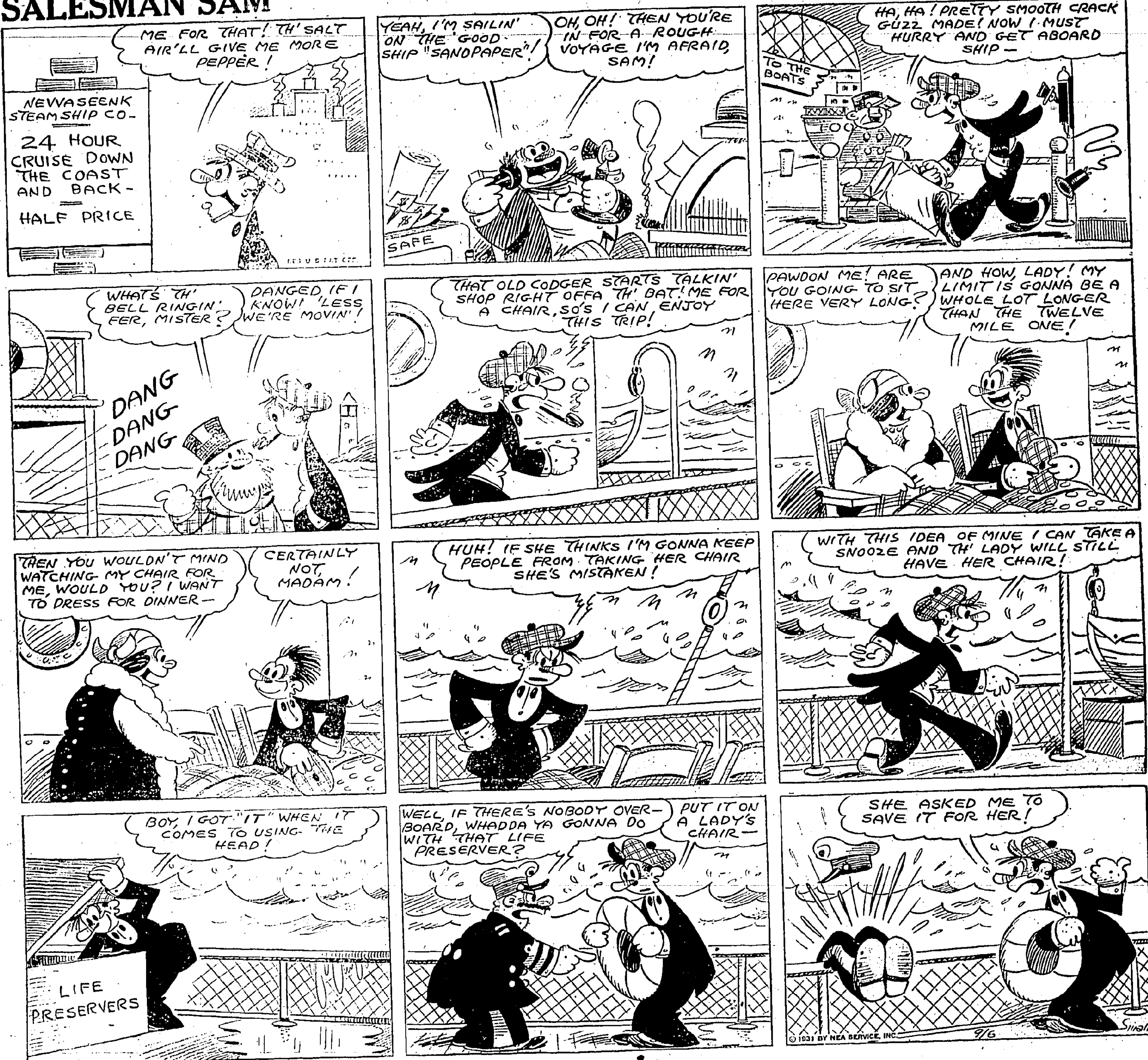
THE ORIENTAL MOTOR CAR CO.,

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HONGKONG.

NASH

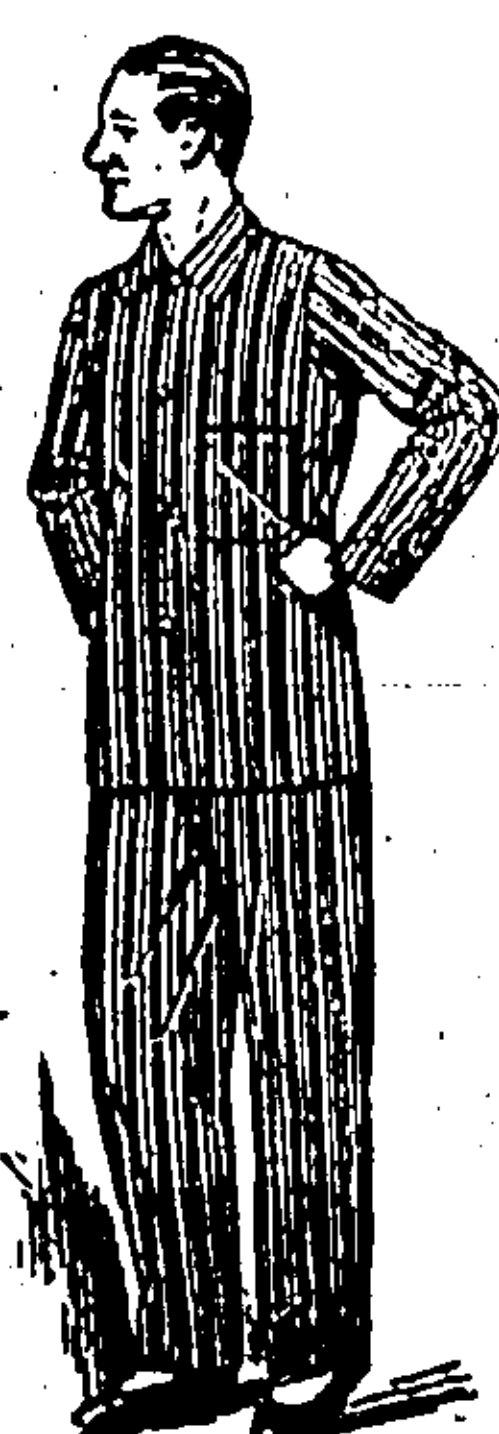
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SPECIAL BARGAINS FOR MEN.



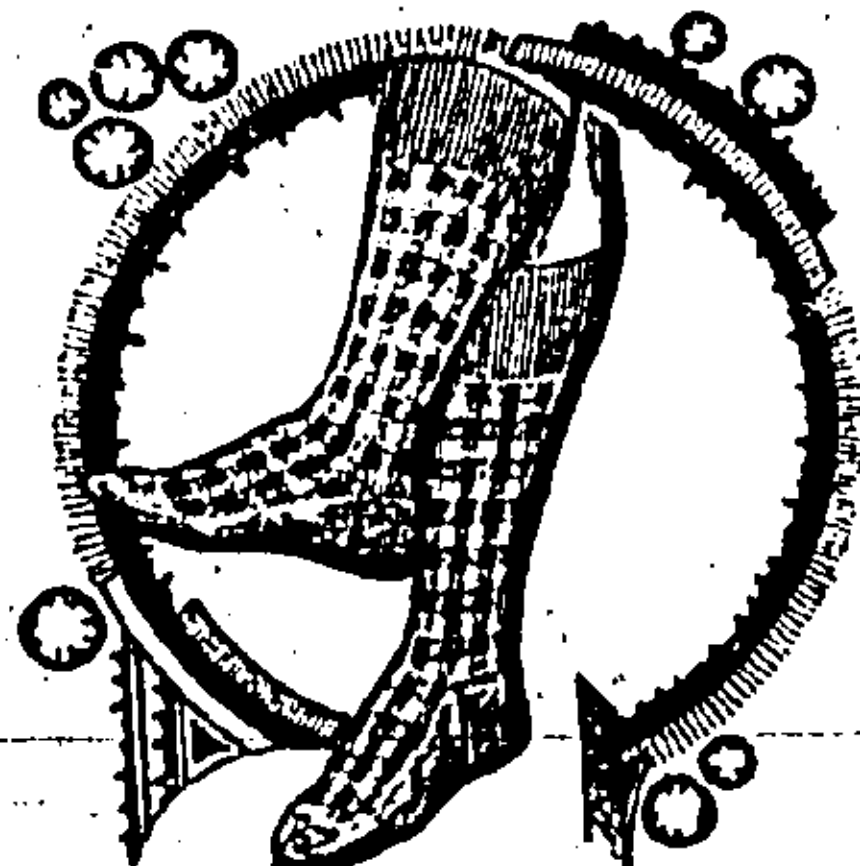
300 SUITS
MEN'S PYJAMAS.
Assorted Colored Stripes in Fino Cotton, Ceylon Flannel, Etc.
Usual Prices
\$9.50 to \$23.50
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GOLF HOSE
Men's Wool Golf Hose. Plain Color legs with fancy turnover tops.
Usual Price \$2.25
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All shapes colors and sizes.
Usual Prices \$7.50 to 27.50
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Hundreds of pairs of Men's Socks, in Cotton and Art Silk, Wool, etc., etc.
Usual Prices \$1.75 to \$3.50 pr.
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Men's White Gabardine Trousers.
Usual Prices \$35.00
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Usual Price \$25.50
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Thousands of other Bargains. Come Early.
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DEBT PRISONERS' MAINTENANCE.

PRESENT MAXIMUM INSUFFICIENT.

AMENDMENT BILL.

The Gazette contains the draft of an Ordinance to amend the Code of Civil Procedure. It is explained that under section 439 of the principal Ordinance, when a judgment debtor is committed to prison in execution of a judgment, the Court fixes whatever monthly allowance it may think sufficient for his subsistence, not exceeding twenty-five cents per diem, which is to be paid by the person at whose instance the judgment has been executed to the Superintendent of Prisons by monthly payments in advance.

This maximum was the rate fixed by section 79 of the Hongkong Code of Civil Procedure (Ordinance No. 13 of 1873) which has been replaced by the present code of Civil Procedure (Ordinance No. 3 of 1930). The maximum is insufficient to meet the cost of maintenance; the average cost per prisoner in 1930 having been in excess of \$1.25 per diem. In 1931 it is expected to cost more.

This Ordinance raises the maximum to \$2.00 and substitutes the words "support and maintenance," which in relation to prisoners have been held to include the salaries of officers and the expense of keeping up the prison as well as housework, food, clothing, bedding and fuel. (The Queen v. Graveney, Borough Council 5 E. and B. 459), for the word "subsistence" which does not appear to have been the subject of judicial interpretation.

BALLET DANCER.



Miss Lo Pui-lan, charming ballet dancer, who has been given a contract by one of the leading theatres in Singapore. She is a professional artist and is widely known as Miss Ruby Lan, former pupil of Miss Dot Fay.

SEAHAM REJECTS PRIME MINISTER.

(Continued from Page 1.)

Liberals Accept Position.

It is, however, now accepted by Liberals that an election is inevitable, and reports state that the differences between the Liberal members of the Cabinet and their colleagues in the Ministry have been narrowed down to the terms of the manifesto in which the Government's appeal will be launched.

A formula is being sought which would have the support of the Liberal Free Trade Ministers, but which, in regard to imports, would not rule out prohibition or tariffs as emergency measures.

The Liberal Parliamentary Party met this morning. Sir Herbert Samuel presiding. The meeting decided that the matters in issue should be left to Sir Herbert Samuel, Lord Reading and the other Liberal members of the Ministry. Later during a short adjournment of the Cabinet meeting, the Liberal Ministers withdrew to consult their junior Liberal colleagues in the Government.

King's Close Interest.

The King, who has been kept closely informed of the political developments since his return to London, received Sir Herbert Samuel at Buckingham Palace this morning.

The Prime Minister was not present at today's meeting of the cabinet. He had left London for Seaham.

By the same train, several of Mr. Ramsay MacDonald's former cabinet colleagues, including Mr. Arthur Henderson, Mr. Herbert Morrison and Mr. George Lansbury were passengers. They were proceeding to Scarborough to arrange for next week's meeting of the Labour Party Conference.—*Reuters and British Wireless*

INDIAN ROUND TABLE CONFERENCE.



Delegates to the Indian Round Table Conference at St. James's Palace, when a meeting of the Federal Structure Committee was held under the chairmanship of Lord Sankey. In the front row, reading from left to right, are: Sir Sultan Ahmad, Sir Tej Bahadur Sapru, Mr. Jayakar, Mr. Benn, Lord Sankey, Sir Muhammad Shafi, Mr. Ramaswami, Mr. N. M. Joshi, and Dr. Shafa'at Ahmed Khan.

MACAO RACES.

GOOD SPORT PROMISED TO-MORROW.

[By "Ringtail."]

The first extra race meeting of the Macao Jockey Club, to be decided at Macao to-morrow afternoon, is bound to be slightly affected by the non-attendance of a large number of Portuguese, but, given fine weather, a good crowd should be drawn.

Small fields will be the order of the day, but as acceptors are nicely handicapped and the going is in splendid condition, visitors can rely on most enjoyable sport.

A field of fairly good performers will be saddled for the Watchdog Handicap, which is the principal race of the meeting, and is an event over a mile and a quarter distance. This race should be the best item on the card. My selections are:

First Race.

Thunderous Stag
As You Like It
Groombridge

Second Race.

Celerity or Choctow II
Movannagher.

Third Race.

Mongolian Stag
Brunswick Hall
Blue Boy.

Fourth Race.

Wattle.
Kilrea.
Pegasus.

Fifth Race.

Christmas Frolic.
Lobster Bay.
Little Thunder.

Sixth Race.

Blue Plane.
New King.
Jus Centum.

Seventh Race.

Thunderous Stag.
Sunlock.
Country Club.

Eighth Race.

Celerity.
Choctow II.
Movannagher.

HONGKONG SHARE MARKET.

OFFICIAL SUMMARY - BY STOCK EXCHANGE.

The market opened quietly this morning with only a few transactions recorded. There was a firm demand for Hopes and Trams, and Constructions are now listed as "old" and "new."

Bank of East Asia were in demand at \$134.

Cantons could have been obtained at \$150.

Underwriters were on offer at \$67. H.K. Fires at \$148.5 were also on offer.

Wimvies, after sales being reported at \$152, closed in demand at \$151. Providents (old), after being done at \$5.70, were on offer at \$5.80, and the new shares were in request at \$6.

Hotels (old) were done at \$14.5, and at the close were in demand at \$14.5.

Renties could have been obtained at \$14.5.

Evon Cottons were in demand at \$17.

Loong Sings were wanted at \$13.5. Electric (old) were in the market at \$70. Telephones (fully paid) were in request at \$13.5.

Cements (combined) were wanted at \$18.5.

Ropes were in demand at \$17.

Dairy Farms were offering at \$31. Lane, Crawford (old) had buyers offering \$6.

Constructions (old) were bid up to \$5 buyers and the new shares were on offer at \$1.80.

DEATH OF SIR THOMAS LIPTON.

(Continued from Page 1.)

20/- as Good as \$1.

"Treat rich and poor alike," he said to them. "The poor man's 20 shillings are as good as the rich man's \$1."

One night when he was passing one of his shops he saw a man come out with a bag. Lipton pointed what looked like a revolver at his head and held him up till a policeman appeared. The man was a burglar and the "revolver" merely a pipe-case.

While he was developing his great business, he worked 12 or more hours a day and had no recreations. In 1926 dissatisfaction was expressed by shareholders at the decrease in the profits from £236,245 in 1923-4 to £30,844 in 1925-6 and Lipton was urged to take a holiday for 12 or 18 months, leaving the management to the



A picture of Sir Thomas Lipton taken aboard his steam yacht Erin.

deputy-chairman, Sir John Ferguson. In February 1927 he actually relinquished his active control of the business and it was stated as the result of an inquiry that drastic reorganisation would be necessary before it could regain its former prosperity. In September of the same year, Lipton resigned the chairmanship and his seat on the board of the company which then made a working agreement with other provision firms. This step was followed in 1930 by a combine of 6 great concerns.

In Society. It was his gift of £100,000 to a charity in which the Princess of Wales was interested at the time of Queen Victoria's Jubilee that brought Sir Thomas Lipton into society. He soon became a great friend of the Prince (later Edward VII) and showed excellent social qualities. One wit declared that he even made the Kaiser feel at home in his own imperial yacht. Among other things he was a capital after-dinner speaker with a keen sense of humour.

Yachting Enthusiasm. He first expressed a desire to win back the America Cup in 1887, but it was not till 1898 that he

BANK RETURNS.

NOTE & SPECIE FIGURES FOR SEPTEMBER.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th September, 1931, as certified by the Managers of the respective Banks are:

Banks	Average Amount.	Specie in Reserve.
Chartered Bank	23,806,705	8,300,000
Hongkong Bank	122,803,499	112,000,000
Overland Bank	7,568,397	1,350,000
Total	154,178,591	121,650,000

In addition Sterling Securities are deposited with the Crown Agents valued at £1,238,600.

In addition Securities deposited with the Crown Agents and Straits Government valued at £3,078,000.

In addition Securities deposited with the Crown Agents valued at £180,000.

KING OF SIAM.

WELCOMED BY H.E. THE GOVERNOR.

His Majesty the King of Siam, accompanied by members of his suite, arrived in Hongkong by the Empress of Canada at about eight o'clock this morning, on his way back to Siam from America, in which country a successful operation on one of His Majesty's eyes was performed.

His Excellency the Governor visited the Empress to greet His Majesty, and local Siamese students also paid their respects. The royal party left the C.P.I. liner and crossed the harbour in the Britannia, arriving at Queen's Pier shortly before eleven o'clock, after which they went to Government House.

Plans for departure are not yet definitely settled, but the party may possibly leave to-morrow.

ANTI-FASCIST AGENTS SENTENCED.

TWO YEARS' IMPRISONMENT FOR A BELGIAN.

Rome, Sept. 2. The Belgian school teacher, Leon Moulin, and two of his Italian accomplices were to-day found guilty, by the Defence of the State Tribunal, of developing anti-Fascist propaganda in Italy. Each was condemned to two years' imprisonment, and an expulsion order was made against Moulin, to be enforced after he has served his sentence.

A yacht designed for that purpose by Wm. Fife. The race was in October, 1899, but the Shamrock was beaten. He tried again in 1901, 1903 and 1920 with the same result and his total expenses in connexion with one of his efforts came to nearly £250,000. But the America Cup was an obsession with him. In 1925 he announced his intention of building yet another Shamrock. It was not, however, until 1930 that Shamrock V took the water, leaving for the U.S. under her own sail, escorted by his steam yacht in July to meet the American defender which was selected from 4 yachts specially built for the race. Shamrock V was built at Gosport and had a huge Bermudian main-sail.

Apart from this particular contest, Sir Thomas was always a keen yachtsman and a member of all the yacht clubs. His boats were seen at every big regatta in Europe. His unnumbered Shamrock, which sails in home waters, won the largest collection of yachting trophies in the world. During the war his splendidly equipped steam yacht the Erin was sunk by a mine while it was performing valuable work for the Serbians as a hospital ship.

Sir Thomas Lipton was knighted in 1895, and received a baronetcy in 1902.—*Reuters and I. B. S.*

RADIO BROADCAST

THE DANCE PROGRAMME FOR TO-NIGHT.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

4.00-7.00 p.m. Chinese recorded programme.

7.00-11.30 p.m. European programme of Victor and H. M. V. records kindly supplied by Messrs. Moutrie and Co.

7.00 p.m. Mail notice, etc.

7.03-7.30 p.m. Operatic. La Boheme-Fantasia (Puccini). Victor Symphony Orchestra. 55871.

Barber of Seville-A Little Voice I Hear (Rossini).

Marion Talley (Soprano). 6580. Damnation of Faust-Rakoczy March (Berlioz).

Samson and Delilah-Bacchanale (Saint-Saens).

Philadelphia Symphony Orch. 0823. Rigoletto-Each Tear That Falls (Verdi).

Enrico Caruso (Tenor). 6016. 7.30-8.08 p.m. Variety.

8.00 p.m. (Local time and weather report).

Song-Fancy Our Meeting. Song-The Beggar.

Lillian Davies (Soprano). 52797. Song-For You.

Song-You, You Alone. John Boles (Tenor). 22373. Saxophone Solo-Serenade Badine.

Saxophone Solo-In the Orient. Rudy Wiedoeft. 20080. Humorous Song-What Kind of a Noise Annoys an Oyster?

Humorous Song-Foolish Facts. Frank Crumit with guitar. 23518. Vocal Duet-That's Why I'm Jealous of You.

Vocal Duet-Congratulations. Jim Miller and Charlie Farrell. 22277. 8.08-8.52 p.m.

Symphony No. 1, in C Minor (Brahms Op. 68).

Philadelphia Symphony Orchestra under the direction of Leopold Stokowski.

Outline of themes with piano played by Leopold Stokowski. M-16. 8.52-9.30 p.m. Instrumental.

Piano Solo-Pastorale e Capriccioso (Scriabin).

Benno Moisewitsch. E528. Flute Solo-The Carnival of Venice (arr. Briceaudi).

Flute Solo-Hungarian Pastoral Fantasy (Doppler).

John Amadio. 0495. Piano Solo-Ballade in G Minor (Chopin).

Alfred Corti. 6612. Violin Solo-Tango (Albeniz-Kreisler).

Violin Solo-Danse Espagnole (De Falla-Kreisler).

Fritz Kreisler. 1830. Piano Solo-Capriccio (Brahms).

Piano Solo-Album Leaf (Grieg).

Harold Bauer. 1413. 9.30-11.30 p.m. Dance Programme.

Fox Trot-You and Mine.

Fox Trot-On a Little Balcony.

Fox Trot-Cheerful Little Earl.

Fox Trot-Overnight.

Fox Trot-Shine On, Harvest Moon.

Waltz-Memories.

Fox Trot-On the Sunny Side of the Street.

Fox Trot-Exactly Like You.

Fox Trot-Lucky Mc-Lovable You.

Fox Trot-Happy Days are Here Again.

Waltz-Moonlight on the Colorado.

Fox Trot-Don't Tell Her.

Fox Trot-Huckle Jambies.

Fox Trot-Minnie.

Fox Trot-There's No Other Girl.

Fox Trot-I'm All Dressed up with a Broken Heart.

Fox Trot-Say a Little Prayer for Me.

Waltz-Mine Yesterday-His To-day.

Fox Trot-Give me Your Affection, Honey.

Fox Trot-I Love You in the Sango Sweet Way.

Fox Trot-I'm Thru with Love.

Fox Trot-You Don't Know What You're Doin'.

Fox Trot-It's the Girl.

Fox Trot-Take it From Me.

Fox Trot-Pardon Me Pretty Baby.

Waltz-Many Happy Returns of the Day.

Fox Trot-Come to Me.

Fox Trot-As Long as You're There.

Fox Trot-Just One More Chance.

Fox Trot-At Your Command.

Fox Trot-Doin' the Rumba.

Fox Trot-So Sweet.

Waltz-Dancing with Tears in my Eyes.

Fox Trot-Always Makes the Heart Grow Fonder For Somebody Else.

Fox Trot-I "Wanna" Sing About You.

Fox Trot-Now You're in My Arms.

Fox Trot-Any Time's the Time to Fall in Love.

Fox Trot-Sweepin' the Clouds Away.

Waltz-One More Waltz.

Waltz-Until we Meet Again.

Waltz-Heart.

10.30 p.m. (Approx.) Rugby mid-day press news.

11.30 p.m. Close down.

SUNDAY'S PROGRAMME.

10.00-11.00 a.m. Relay of Service from St. Joseph's Church. Sermon—"Efficacy of Prayer" by the Rev. Father G. Byrne, S.J.

11.00-2.00 p.m. Chinese recorded programme.

1.00 p.m. Local time and weather report.

8.00-10.00 p.m. European programme of Columbia records kindly supplied by Messrs. Anderson Music Co.

8.00 p.m. Local time and weather report.

8.04-8.40 p.m. Orchestral.

The Fountains of Rome (Respighi).

Milan Symphony Orch. 9838-9834.

Finlandia-Tone Poem (Sibelius).

Sir Henry J. Wood conducting the New Queen's Hall Orch. 9655.

Orpheus in the Underworld.

Overture (Offenbach).

Lucerne Kuraal Orchestra. 9046.



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U.S. BASEBALL.

**PHILLIES BACKED TO WIN
WORLD SERIES.**

New York, Oct. 2.—In the U.S. baseball world series, the Philadelphia Athletics defeated St. Louis by 6 to 2 in the first game, played in perfect weather, before a capacity crowd.
The Phillies failed to score in the first innings, St. Louis taking a two run lead in the next inning, but they scored no more, the Phillies getting four in the third and two in the seventh inning.
Betting was 8 to 5 on the Phillies, who are now favoured to win their third successive world series.—*Reuter's American Service.*

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as
the STARS
play it



One can learn to judge distances?

Nothing on a golfer course is more deceptive than distance. Because a player is constantly moving about from one links to another it is necessary to be a good judge of distance. Tournament players just have to be.

Too many players depend on the other fellow, which is the wrong theory to follow. Seldom do two stars use the same weapons. They get home by different routes. Each is a champion because he knows his limitations with his various clubs.

There is one sure gauge to distances. That is your scorecard. From experience you can tell the approximate length of your drive. Subtract this from the entire length of the hole. But try to remember the length of various holes you know well.—*ART KRENZ.*

NOTED ACTOR.



Mr. Silva Sanchez, the noted Portuguese actor and singer, who is to appear in Macao, Hongkong and Canton.

SHARE PRICES.

TO-DAY'S QUOTATIONS.
The following is the list of local share quotations issued to-day

Banks.

Hongkong Bank, \$1600 ss.
Chartered Bank, \$11 1/2 n.
Mercantile A. and B., \$18 n.
East Asia \$134 n.

Insurances.

Canton Ins., \$1,500 s.
Union Ins., \$460 n.
China Underwriters \$5 1/4 s.
China Fires, \$800 n.
H.K. Fire Ins., \$1,485 s.

Shipping.

Douglas, \$24 n.
H.K. Steamboats, \$27 n.
Indo-China, (Def.) \$30 n.
Union Waterboats, \$28 b.

Mining.

Benguet \$12 b.
Kallans, \$2 1/2 n.
S'hai Explorations, Tls. 2 n.
Raub, \$37 1/2 s.

Docks, etc.

Kowloon Wharves, \$152 ss.
Whampoa Docks, \$30 n.
South China Motors \$10 n.
China Providents, \$5.80 s.
Hongkew, Tls. 258 n.
New Engineers, Tls. 620 n.
Shanghai Docks, Tls. 103 n.

MALAYAN TEAM.

**TO PLAY AGAINST THE
CHINESE ATHLETIC.**

A match between the Chinese Athletic Association touring team and the Malayan Chinese football team is to be played on the South China ground, Caroline Hill, this afternoon at 4.30 p.m. The line out will be as follows:

Malaya.—Kam Loong; Guan Len and Cheok Wah; Boon Lay, John Then and Ah Hui; Soon Teck, Gek Soo, Eng Guan, Kok Ying and Mee Oon.
Chinese Athletic.—Chan Sik-pui; Lai Yek-tat and Leung-long; Lam Yek-ying, Chan Chun-woo and Ho Cho-yin; Mak Kwok-tung, Suen Kam-shun, Li Yee-sun, Li Hung-ching and Chan Kwong-lu.

This is the last match in Hongkong of the Malayan Chinese team and the first one in which the Chinese Athletic touring team are appearing here. The latter have decidedly improved after their tour in the South, and it is difficult to foretell the result of the match. The Malaya team have rearranged their players and are strengthened by the addition of the well-known half back, John Then, who is said to be the best in the Straits.

Cottons.

Ewa Cottons, Tls. 17 b.
S'hai Cottons Tls. 95 n.
Zoon Sings Tls. 13 1/2 n.

Lands, Hotels, etc.

H.K. & S. Hotels (old) \$14.85 s.
H.K. & S. Hotels (new) \$14 1/2 n.
H.K. Land, \$84 s.
S'hai Land, Tls. 30 n.
Humphreys, \$19 1/4 n.
Realities, \$14 1/4 s.

Public Utilities.

Tramways, \$21 b.
Park Trams (old) \$14.50 n.
Star-Perries, \$95 n.
China Lights, \$27 1/2 ss.
H.K. Electrics, \$78 ss.
Macao Electrics, \$23 n.
Telephones, \$43 1/2 b.
China Buses, Tls. 17.90 n.
Singapore Traction, 3/9 n.

Industrials.

China Sugars 60 cts. b.
Malabon \$39 n.
Canton Ice, \$7.90 n.
Cement (com.) \$18 1/2 b.
Ropes, \$17 b.

Stores, etc.

Dairy Farms, \$31 s.
Watson, \$15 1/4 ss.
The A. Wings, \$1 n.
Lane Crawford, \$6 b.
Mackintosh, \$19 n.
Sincere, \$18 1/2 n.
Powells, \$3.60 n.
Miscellaneous
Amusements, \$24 1/2 n. Div.
Entertainments \$15 n.
Constructions, \$5 b. old.
B' que In. G. Bonds, 72 1/2 b.

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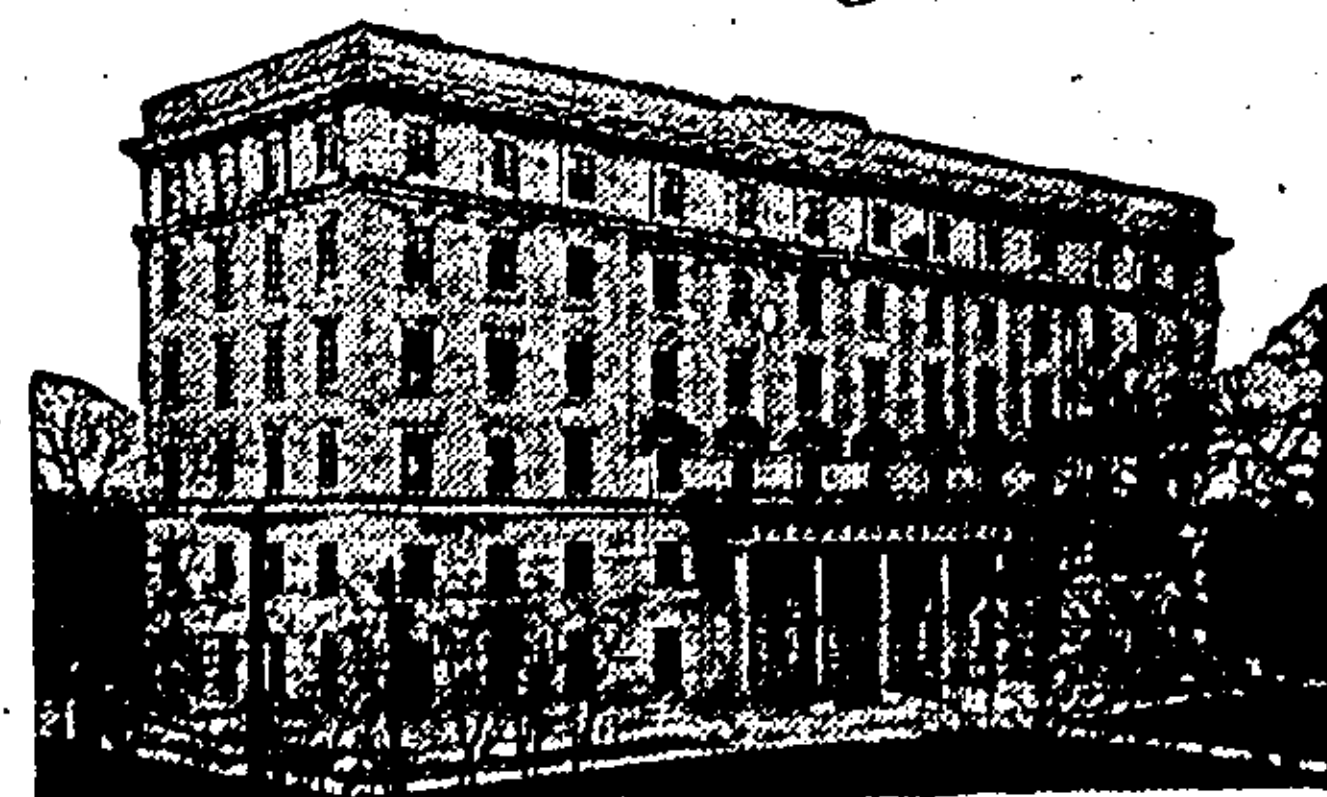
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THE ADVANCE OF MEDICINE.

(Continued from Page 9.)

jaw dropped, eyes staring, unconscious and anoring in a determined and alarming manner. Soon he saw his other assistant whose legs and feet were making valiant efforts to overthrow the supper table. Such is the brief description of Simpson's first experiment with Chloroform.

Introduction of Anaesthetics.

There has been some confusion and controversy on the introduction of anaesthetics. The following is the true history. In December 1844 a Dr. Wells by his own desire and suggestion, had one tooth removed without pain because he had inhaled nitrous oxide gas as suggested nearly 50 years before by Sir Humphrey Davy.

Dr. Wells went to Boston to lay his discovery before the medical school and hospital there but the single attempt made was unsuccessful because the gas bag was removed too soon. He was hooted away by his audience as an impostor.

In 1846 a Dr. Morton used Sulphuric Ether and removed a tooth without pain. A new era in anaesthetics was begun and after several successes Ether vapour was established as a successful anaesthetic. In November 1847 Simpson discovered the anaesthetic effects of Chloroform as related and it soon superseded Ether everywhere. The use of Chloroform was immediately denounced as dangerous to health, morals and religion. Simpson had a hard and stubborn fight against prejudice before ultimately winning the victory. He was knighted in 1870 after 25 years hard work in popularising the use of Chloroform in child birth and so wonderful did the results appear to the lay mind that the famous Sir Walter Scott suggested as a suitable coat of arms for Simpson—"a wee naked bairn" with motto underneath "Does your mother know you're out."

An Uphill Fight.

Like all pioneers, Simpson had a very uphill fight in advocating control of pain in labour. He successfully disposed of religious objections but found medical opposition more exacting. He met such opposition with derision. It is a very interesting fact that religious opposition has been not only against the employment of anaesthetics in labour but against very many discoveries in science and art.

For example when small-pox inoculation was introduced at the end of last century divines declared the practice as a diabolical operation and discovery sent into the world by the devil.

Again when Jenner introduced Vaccination at the beginning of the present century religious opposition was once more encountered.

Historical facts and efforts and the results in which they have terminated are surely enough to make men cautious and hesitating against recklessly calling up supposed religious arguments.

Views and arguments of this description intended to increase the well-being and happiness of mankind are calculated to inflict damage rather than benefit on the interests of true religion.

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What do we read in Genesis 11:21? The following: "And the Lord caused a deep sleep to fall upon Adam; and he slept: and he took one of his ribs and closed up the flesh instead thereof." Here we have a remarkable description of the first surgical operation ever performed on man. The striking part is that here we have the Creator himself using means to save poor human nature from the unnecessary endurance of pain. Adam was sunk into a profound sleep in order that he might feel no pain.

The events which finally established the use of chloroform in labour were its administration to Queen Victoria in 1853 on the occasion of the birth of her seventh child and again in 1857. Chloroform then became fashionable as "anaesthesia a la reine." To Simpson's genius and benevolence the world owes the blessings derived from the use of Chloroform for the relief of suffering.

Road Open to Discoveries.

Time prevents me from telling you of other famous Masters of Medicine and in ending let me remind you that wonderful discoveries in medical science have still to be made and the road is open to you all just as it has been to others. You are entering on a new session and do not forget what you as students of this University stand for. We all live in very material and troublous times but here in the University we endeavour to keep alive the things of the Spirit and in so doing I venture to think you will derive more happiness and pleasure in your work. You will come to appreciate the true philosophy of medicine.

At the conclusion of the address, Professor L. T. Ride, in proposing a hearty vote of thanks to Professor Gerrard, said he had enjoyed the lecture very much, and he only wished it had been longer. He felt sure everybody also enjoyed it as much as he did, and if Professor Gerrard would publish a book on the History of Medicine on the same lines as his lecture, it would doubtless be a great success.

BUKHARIN ON HIS LONDON VISIT.

COMPLAINT OF TREATMENT AT CONGRESS.

Riga (Latvia), Sept. 4. The Soviet scientists, Bukharin and Keiman, delivered addresses at the Moscow Communist Academy about the experiences of the Soviet delegation which attended the London scientific congress held recently. They alleged that the congress did everything possible to hinder the speeches of the Soviet scientists.

For various reasons they said some of the Soviet delegates were not allowed to speak, and others were interrupted every moment and reminded to be brief.

Both scientists quoted numerous examples of the ignorance prevailing in English society as to the true state of affairs in the U.S.S.R. and the scientific and cultural work going on there at present. Bukharin alleged that the editor of an important philosophical periodical asked him who Friedrich Engels was, and that an educated English woman inquired as to the present activities of Leo Tolstoy.

The Academy decided to propagate the Soviet achievement more thoroughly abroad and to send more scientists like Bukharin to foreign scientific conferences.



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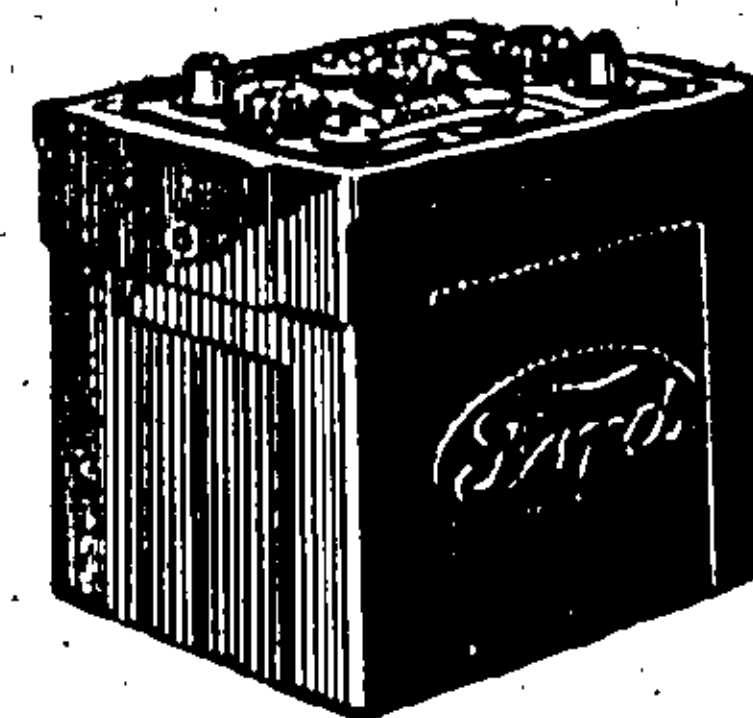
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CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES.

Even the most youthful of the modern girls have an opportunity for adopting black for their evening gowns this season.

A colour, important for the hours when dancing and dining is enjoyed, black belongs to all types and all ages. Coming in velvets, in laces, in chiffons and in tulle, the styles follow as many types as the materials allow.

Helen Chandler, the girl chosen to appear opposite Ramon Novarro in his latest Metro-Goldwyn-Mayer picture, "Dracula," showing at the Queen's Theatre, to-morrow has an opportunity of wearing an evening gown of this shade.

Depicting a girl whose personality changes from an ingenuous type to a girl of sophistication, she has chosen a black velvet gown to carry out the latter type.

For this reason the dress is smartly and extremely patterned. Princess in line, it follows the figure in clinging fashion, ending in a sweeping train. A series of three circular ruffles breaks the line at the hips, the ruffles dipping toward the back to harmonize with the train finish. Backless and adorned by narrow shoulder straps, Miss Chandler has an opportunity of wearing extreme jewellery patterns, which she does choosing black and white crystal beads which loop over at the front and extend down the back outlining the decollete neckline. Large drop earrings of the same crystal beads accentuate the straight-back hairdress she assumes in carrying out the picture of smart sophistication.

"Dracula" at the Central.

"The Last of Mrs. Cheyne" marked one of the most successful stage appearances of Herbert Hunston, the noted English actor, and it was in the screen version of this same play that he made his motion picture debut. Hunston is now to be seen at the Central Theatre in Universal's strange vampire drama, "Dracula," in the same role which he created on the stage when "Dracula" was first produced in New York in 1927.

Others who appear in this startling screen drama are Bela Lugosi and Edward Van Sloan, who also were members of the original stage cast.

"Sinners' Holiday."

That the talking screen can greatly enhance the entertainment value of a stage play was amply demonstrated at the Queen's Theatre when "Sinners' Holiday," Warner Brothers latest Vitaphone production, was viewed by enthusiastic audiences.

"Sinners' Holiday" is one of the most colourful and exciting talking pictures it has been our good fortune to see. Taken from the successful play by Marie Bonner and adapted to the screen by Harvey Thew, this

human story of amusement park life never once suffers a let-down in interest.

It is a splendid story of love among daring racketeers, well played by a cast of capable actors. There is unusually forceful dialogue, powerful and novel settings. Director John Adolf handles his material deftly.

Grant Withers plays the role of Angel a typical Coney Island barker, one of those concealed, wise-cracking youths so agreeably disagreeable. Though the major part of his work is in the light vein, he sincerely portrays the man of bravado who a heart is not so bad after all.

Evenly Knapp, who plays the role of Jenny, gives a performance that is vivid and captivating.

Lucille La Verne's portrayal of the hard-fisted, harsh yet tender mother is one of the finest characterizations ever given on the talking screen.

James Cagney plays the weak son who is lured into the net of crime with emotion and understanding. The story of people who make their living in and about the rackets of a penny arcade, gives the layman an opportunity of learning what transpires behind the scenes of the amusement world of a modern Coney Island, besides bringing to the screen a gripping chronicle of family tragedy. A picture well worth seeing.

"Murder by the Clock."

Regis Toomey, former University of Pittsburgh athlete, is now a cop. Or at least, he's a movie cop, and he plays an important role in "Murder by the Clock," the chills-and-shivers mystery play, which is running currently at the Kipp's Theatre.

Toomey has gone forward swiftly in movie work since he left a stock company on the West Coast, and signed a contract to appear in films. One of his most notable roles was that of William Powell's young gambler brother in "Street of Chance." He was later seen to advantage in "Kick In" as the boy friend, and later the husband, of Clara Bow.

In "Murder by the Clock" Toomey is seen as the assistant to William Boyd, police lieutenant who tries to, and finally does, solve the mysterious murder of a much-harassed young husband, played by Walter McGrath.

The story has every element necessary to provide thrills as fast as they can be dished out to an expectant audience.

There is the spooky opening scene in the graveyard, the murder of Phillip, the idiot older brother, played by Irving Pichel, the activities of the sculptor-lover, the incident of the clay-mask, the scream from the sepulchre, the sleeping position that was never drunk—and many more.

Throughout these harrowing scenes Toomey finds time to "play" up to Sally O'Neil, cast as the maid in the Endicott household. This pair provides comedy relief in the play.

Others in the cast are Lilyan Tashman the siren of "Finn and Hattie" and the newspaper critic in "Up Pops the Devil," Charles D. Brown, Martha

Mattox, Guy Oliver, Lenita Lane and Lester Vail.

"I Take This Woman."

Another well-known stage director makes his moving picture bow with the presentation of "I Take This Woman," the Mary Rethers Kinchard story, recently a best-seller novel under the title, "Lost Eternity." He is Marion Gering who joined Slavko Vorkapich, the screen's outstanding art technician, in directing that picture.

Gering's directorial reputation was won on the theatre stages of New York and Europe. Having originally

framed from Russia, where he achieved prominence on the legitimate stage as an actor and student of theatrical technique, an official mission for a Moscow theatrical group brought him to the United States. His production of "Skidding" ran for nearly a year on Broadway. He also spent some time in Chicago, directing.

Signed to a long-term contract by Paramount, Gering went immediately to work on "I Take This Woman,"

featuring Gary Cooper and Carole Lombard. "I Take This Woman," a story whose locale switches from fashionable New York to the open spaces of the West and back, gave Gering an opportunity to glimpse the wide range of the screen. He speaks five languages, and intends to devote all his future activity to motion pictures.

"I Take This Woman," an intense love story of an ill-matched pair who marry in haste, will show at the King's Theatre starting on Sunday.

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Hiye Maru ... Tuesday, 3rd Nov.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.

Haruna Maru ... Saturday, 17th Oct.

Katori Maru ... Saturday, 31st Oct.

SYDNEY & MELBOURNE via Manila & Ports.

Kamo Maru ... Saturday, 24th Oct.

Kitano Maru ... Saturday, 21st Nov.

BOMBAY via Singapore, Penang & Colombo.

Tango Maru ... Wednesday, 14th Oct.

Gonon Maru ... Monday, 26th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.

Rokuyo Maru ... Thursday, 15th Oct.

NEW YORK, BOSTON via Panama.

Lisbon Maru ... Friday, 9th Oct.

Katsuragi Maru ... Wednesday, 21st Oct.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

Lina Maru ... Monday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

Hakodate Maru ... Thursday, 8th Oct.

Morioka Maru ... Thursday, 15th Oct.

SHANGHAI, KOBE & YOKOHAMA.

Kitano Maru (Nagasaki Direct) ... Fri, 16th Oct.

Hakone Maru ... Friday, 16th Oct.

Dakar Maru ... Thursday, 22nd Oct.

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TO SINGAPORE-PENANG & CALCUTTA	Kutsang Hopsang Yuonsang	Wed. 7th Oct at 3 p.m. Fri. 16th Oct at 3 p.m. Wed. 28th Oct at 3 p.m.
TO OSAKA via AMOT & KOBE	Yuonsang Kumsang Sulsang	Wed. 7th Oct at 7 a.m. Sun. 18th Oct at 7 a.m. Sat. 31st Oct at 7 a.m.
TO SANDAKAN	Yusang Mausang Hinsang	Wed. 7th Oct at noon. Sat. 17th Oct at noon. Wed. 21st Oct at noon.
TO THUNTSIN via SWATOW, YUEHCHOW & CHEFOO	Chipsang Chongsang	Sun. 4th Oct at 7 a.m. Thurs. 15th Oct at 7 a.m.

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General Managers

THE VOLUNTEERS.

CORPS ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps orders by Lieut.-Colonel L. G. Bird, D.S.O., O.B.E., commanding Hongkong Volunteer Defence Corps.

Hongkong, Oct. 2.

Parades.

(a) Corps Band.—1. The Band will attend Band Practices on Monday, October 5th, and Friday, October 9th, at 5.30 p.m., each day.
2. The attention of all those concerned is called to Corps Orders No. 40/31 of September 25th, Para. 1 (2), re-Business and Home addresses. This must be complied with immediately.

(b) Engineer Company.—1. Sunday, October 11th. Company Shoot, Peak Range, 9 a.m.
2. D. L. Practice runs at Wellington Barracks on Thursdays, October 8th, and 22nd.

(c) Corps Signals.—Parades at Corps Headquarters at 5.30 p.m. on Tuesday, 6th, October and Friday, 9th, October for Signalling Instruction.

(d) Armoured Car Company.—1. Car Section. During the present State of Emergency no Parades will be held.
2. Motor Cycle Section. All ranks will parade at Headquarters at 5.15 p.m. on Monday, the 5th, instant, and proceed to Kennedy Road for M.G. Course Part 1, unless otherwise directed.

(e) Machine Gun Company.—1. The Company will parade in uniform at 5.45 p.m., sharp, in close column of platoons on Tuesday, October 6th, for Company Drill. Fall in at Headquarters and march down to Murray Parade Ground.

Press.—Helmet, Jacket, belt, frog, shorts, hose-tops, puttees, black boots, rifles and bayonets.

2. The Company will parade in full at 5.30 p.m. at Headquarters on Tuesday, 12th, October for Machine Gun Training as per Platoon Programme.

3. No. 4 Platoon, "H" Section is allotted Kennedy Road Range on Tuesday, 15th, October and will proceed there direct under Lieut. E. G. Stewart who will submit the attendance roll to the C.S.M.

(f) Scottish Company.—The Company will parade on Thursday, October 8th, for Machine Gun Training as follows:

No. 6 Platoon at Kowloon Docks at 5.30 p.m. under 2nd Lieut. T. P. Saunders.

No. 7 Platoon at Corps Headquarters at 5.30 p.m. under 2nd Lieut. A. V. Brown.

All ranks must make every endeavour to attend these M.G. Training Parades in order not to hinder the progress of Training.

(g) Portuguese Company.—All those concerned are reminded that Rifles and Bayonets must be returned to Corps Stores immediately.

The Company will parade at Headquarters on Friday, October 9th, at 5.30 p.m. inter Platoon arrangements as per Training Programme.

(h) The Officers commanding the undermentioned Units will issue their Orders separately to their commands:

1. The Battery.
2. Machine Gun Troop.

Hongkong Government Gazette Extraordinary. Extract From.

The following extract is published from the above for the information of those concerned:

"Whereas by Section 12 of the Volunteer Ordinance, 1920, Ordinance No. 2 of 1920, as amended by Section 3 of the Volunteer Amendment Ordinance, 1926, Ordinance No. 15 of 1926, it is enacted amongst other things that the Governor in case of great local emergency or in case of serious local disturbance, may call out, by Proclamation, any volunteer corps or any portion

FOREIGN CONTRACTS.

EVASION TO BE RESISTED BY BRITAIN.

London, Oct. 2.

"Every attempt by foreign contractors to evade their obligations will be resisted to the uttermost."

This is the authoritative pronouncement regarding the decision of certain foreign trading associations to repudiate contracts arranged on a sterling basis before Britain suspended the gold standard.

It is stated that Britain's foreign customers are not generally adopting a policy of repudiation, but where cases are reported combined action will be taken by the Departments of Overseas Trade and British Chamber of Commerce to enforce the fulfilment of agreements.—*Reuter.*

STREET SMASH.

BRITISH LADY'S DEATH IN SHANGHAI.

(Our Own Correspondent.)

Shanghai, Oct. 2.

At 2 a.m. on September 28 Miss Thora L. Edgar (British) left the Fokien Road Telephone Exchange in a public ricksha.

When outside the Country Club a collision occurred between the ricksha and a Ford hire car.

Miss Edgar was sent to the General Hospital suffering from contusions of the face and severe shock and she died on September 30.

Thereof for actual military service, and whereas it is also enacted by the aforesaid section that the period of such service shall continue as long as the Governor may consider necessary and shall and only by order of the Governor.

Now therefore I, the said Governor, do by Proclamation call out the Armoured Car Company of the Hongkong Volunteer Defence Corps for actual military service until further order.

Checking of Addresses.

Officers Commanding Units will, at the earliest opportunity, check the Adjutant's Address Book to ensure all changes of addresses have been entered.

This is most important in view of the fact that a number of notifications in connection with the forthcoming Camp will be sent out to individual Members of the Corps.

Marksmanship.

No. 1339 L/Cpl. A. A. Xavier, No. 12 Platoon, has qualified as marksman and is entitled to wear the badge for one year.

Struck Off the Strength.

His Excellency the Governor has been pleased to accept the resignation by Major Robert Melville Smith of his Commission in the Hongkong Volunteer Defence Corps with effect from 23rd August, 1931.

Authority.—C.S.O. 3 in 1928/1931.

Having Left the Colony.

No. 1628 Pte. A. V. de Figueiredo, No. 12 Platoon, as from 19.9.31.

On Medical Ground.

No. 1588 Pte. F. X. Mendes, No. 9 Platoon, as from 23.9.31.

Having Completed 9 Years' Service.

No. 1348 Pte. B. Xavier, No. 11 Platoon, as from 17.9.31.

Strength.

The following has been taken on the Corps Strength:

No. 1734 Pte. N. Mathieson, Reserve Company, (Armoured Car Coy., Car

LARGER FEET.

PEOPLE GETTING TOO BIG FOR THEIR BOOTS.

Englishmen, and Englishwomen for that matter, are becoming too big for their boots. This is the opinion, based on practical experience, of several of London's leading bootmakers; but it is generally agreed that such development is particularly noticeable among women.

Sizes in boots and shoes vary in many districts, according to the type of work that is done, but after taking this into consideration there is no doubt that women, and to a lesser degree men, require a larger size in shoes to-day than previously. The fact is that more exercise is taken nowadays and that fashions are not so rigorous in demanding slim and dainty feet are largely the cause. But in addition to this, greater care is now taken when buying new shoes, to ensure that they are sufficiently comfortable.

One expert said: "Women are sensible about their shoes and do not sacrifice comfort for appearance to the extent that they did. Sport and athletics, which have increased in the last few years, not only develop the feet, but necessitate a well-fitting shoe. The most likely reason, however, lies in the way in which children are brought up: If a child showed a tendency for large feet in the Victorian age, immediate precautions would be taken to counteract such a tendency: a girl, for instance, being given shoes several sizes too small for her. Health was of secondary importance. To-day large feet are taken as a matter of course, and children are sensibly fitted with round-toed shoes having low heels and giving room for development.

HOCKEY MATCH.

CLUB SECONDS TO PLAY Y.M.C.A.

The following will represent the Hongkong Hockey Club 2nd eleven against the Y.M.C.A. on the Club ground on Monday. Play will commence at 6.15 p.m.—R.V. Sapsed, G. P. Rees, G. A. L. Plummer, H. R. Petre, G. L. Robertson, A. R. Botelho, S. J. H. Fox, R. H. Wade, W. A. Sowers, E. V. Reed and W. A. F. Kerick.

Section), date joined 28.9.31. Anti-aircraft Light Automatic Co. The following has been taken on the strength of the above Company with effect from 25th September, 1931:

No. 1735 Pte. A. F. Paul (Hongkong Electric Company).

Training for the above company will commence in the near future.

Leave.

No. 1405 Pte. M. F. Olesen, Armoured Car Company, Motor Cycle Section, returned from leave from 28th September, 1931.

No. 1634 Pte. F. N. Wilson, No. 3 Platoon, granted 3 months' leave from 1.10.31 to 31.12.31.

W. H. G. GOATER, CAPTAIN, Adjutant, H.K.V.D. Corps.

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Leave	Leave	Leave	Leave	Arrive
Empress of Canada Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 26
Empress of Russia Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia Nov. 20	Nov. 23	Nov. 26	Nov. 28	Dec. 7
Empress of Canada Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20
Empress of Russia Dec. 19	Dec. 21	Dec. 24	Dec. 26	Jan. 4

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Miyajima		Oct. 14
Chinwangtao		Oct. 21
Shanghai		Oct. 25
Hongkong		Oct. 29
Manila		Oct. 31
Bangkok		Nov. 4

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ATHOS II... 27th Oct.	ANDRE LEBON... 28th Oct.
D'ARTAGNAN... 10th Nov.	FELIX ROUSSEL... 11th Nov.
ANDRE LEBON... 24th Nov.	G. METZINGER... 25th Nov.
FELIX ROUSSEL... 8th Dec.	SPHINX... 9th Dec.
G. METZINGER... 22nd Dec.	PORTHOS... 23rd Dec.
SPHINX... 5th Jan.	CHENONCEAUX... 5th Jan.
PORTHOS... 19th Jan.	ATHOS II... 20th Jan.

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FALL FROM ROOF OF HOUSE.

EUROPEAN LAD SERIOUSLY INJURED.

Injuries of a severe nature were sustained by the younger son of Mr. and Mrs. J. R. Sutter of 31, Ashley Road, Kowloon, yesterday evening, when the lad fell a height of about fifty feet from the roof of a house into the back yard of the residence of Mr. J. M. Noronha.

Together with other lads, young "Tommy" Sutter was playing on the roof of the block of houses at the extreme end of Ashley Road and it appears that, whilst indulging in a game of "hide and seek," he climbed over the parapet on to a small ledge, on the roof of No. 24, with the intention of concealing himself. He accidentally lost his hold and fell from the height of a three-storeyed building into the adjacent yard. He was picked up unconscious and rushed to the Kowloon Hospital in an ambulance. He recovered consciousness in hospital.

Considering the height of the fall the lad was comparatively fortunate. As it was believed he sustained a fractured jaw-bone as well as other injuries of a less serious nature. He is stated to be progressing as well as can be expected.

MR. SNOWDEN'S FINAL SPEECH.

VEHEMENT ATTACK ON LABOURITES.

London, Oct. 2.

What is expected to be his final speech before retiring from political life was delivered by Mr. Snowden in winding up the debate on the Budget. The wholehearted zest with which the Chancellor formerly attacked the "capitalistic" benches was to-day directed against the arguments of his old colleagues, to the latter's bitter resentment and the Conservatives' delight.

The Chancellor denounced the "usual claptrap about the super-tax payer," and said the attempt to abolish capitalism would bring a greater disaster on the people than any under which they were suffering to-day.

The House of Commons then passed the third reading of the Budget. —*Reuter.*

RUN ON BANK.

SHANGHAI CONCERN PAYS OUT \$100,000.

(Our Own Correspondent.)

Shanghai, Oct. 2.

There was a run on the National Industrial Bank of China at No. 38 Peking Road this morning and notes to the value of over \$100,000 were redeemed.

A report appearing in the *Nichi Nichi* stating that the Bank's Nanking office was in difficulties and closed yesterday is blamed.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LTD.

From LEITH, ANTWERP, LONDON, STRAITS and MANILA.

The Steamship, "BENCLUECH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th October, 1931, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 10th October, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd October, 1931, at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Hongkong, 28th September, 1931.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship, "BENVORLICH"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th October, 1931, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 22nd October, 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th October, 1931, at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.
Hongkong, 2nd October, 1931.

"SCENE" IN THE COMMONS.

MR. KIRKWOOD DEFIES THE SPEAKER.

London, Oct. 2.

Last night's rioting in Glasgow was vehemently re-echoed in the House of Commons to-day when Mr. Maxton declined to be satisfied with Mr. Archibald Sinclair's defence of the behaviour of the Glasgow police.

Mr. Kirkwood was even more rebellious, and refused to respect the Speaker's intervention, but remained on his feet shouting "Do any damn thing you like; we are going to defy law and authority. You will have to take our lives or we will take yours." —*Reuter.*

Court Proceedings.

London, Oct. 2.

The M. P. Mr. McGovern, and eleven others, including a "slip of a girl", Jean Gibson, who wept freely throughout the proceedings, were remanded in custody at

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The steamship,

"ATHOS II"

Arrived Hongkong on Tuesday, the 29th September, 1931.

From MARSEILLES &c. Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 8th October, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Godard & Douglas at 10.00 a.m. on Monday, the 5th October, 1931.

No claims will be admitted after the goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hongkong, 28th September, 1931.

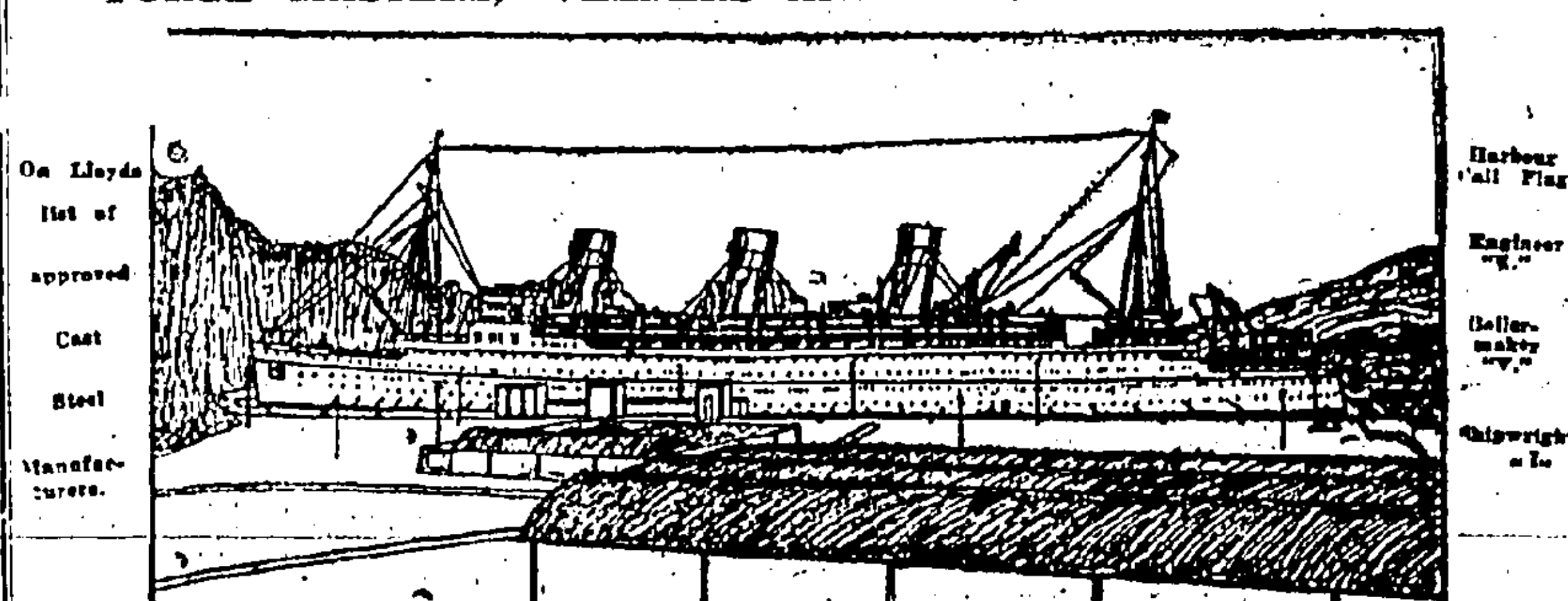


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S. S.	Tons	From Hongkong (about)	Destination
*MIRZAPORE	6,700	6th Oct.	Straits, Colombo & B'bay
*MANTUA	11,000	10th Oct.	Marseilles & London
*KASHIMIR	9,000	24th Oct.	M'les, L'don, R'dm & A'werp
*BURDWAN	6,500	31st Oct.	M'les, Havre, L'don, H'burg, Rotterdam, Antwerp & Hull
NALDERA	16,000	7th Nov.	Bombay, M'les & L'don
*KASHGAR	9,000	21st Nov.	M'les, L'don, R'dm, A'werp, & Hull
RAJPUTANA	17,000	5th Dec.	Marseilles & London
CORFU	15,000	19th Dec.	Marseilles & London
*SOMALI	6,800	26th Dec.	M'les, Havre, L'don, H'burg, Rotterdam Antwerp & Hull

*Cargo only. †Calls Casa Blanca. ‡Calls Djibouti.

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BRITISH INDIA-APCAR SAILINGS

*SIRDHANA	8,000	6th Oct. 3 p.m.	S'pore, Penang & Calcutta
TILAWA	10,000	16th Oct.	S'pore, Penang & Calcutta
*Calls Rangoon. †Calls Port Swettenham.			

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EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	7,000	31st Oct.	Manila, Rabaul, & Yokohama
TANDA	7,000	2nd Dec.	Brisbane, Sydney & Melbourne
NANKIN	7,000	2nd Jan. 1932.	

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Hong-Kong to Sydney—19 days.
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The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Soan.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NELLORE	7,000	5th Oct.	S'hai, Moji, Kobe, Osaka & Yokohama
KIDDERPORE	5,300	6th Oct.	Shanghai, Moji & Kobe
SANTHA	8,000	9th Oct.	Amoy, S'hai, Moji, Osaka & Kobe
NALDERA	16,000	10th Oct.	S'hai, Kobe & Yokohama
KASHGAR	9,000	17th Oct.	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka
MACEDONIA	11,000	24th Oct.	S'hai, Moji, Kobe & Yokohama
*KHIVA	9,000	1st Nov.	S'hai, Moji & Kobe
TANDA	7,000	6th Nov.	S'hai, Moji, Kobe, Osaka & Yokohama
RAJPUTANA	17,000	7th Nov.	S'hai, Kobe & Yokohama
CORFU	15,000	21st Nov.	S'hai, Kobe & Yokohama

All dates are approximate and subject to alteration without notice. Parcels Measuring not more than 5 c.ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to
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FASTEST and MOST UP-TO-DATE STEAMERS IN THIS SERVICE. ELECTRIC LAUNDRY, DRESSER SHOPS, SUNDRIES and STEWARDESS CARRIED. Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 4th RETURN LONDON (via Australia) from 11/10/11/6 (Australian Newspapers on 10/6)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	Oct. 9th	Oct. 20th	Nov. 20th	Nov. 20th
TAIPING	Nov. 9th	Nov. 17th	Dec. 17th	Dec. 17th
CHANGTE	Dec. 9th	Dec. 17th	Jan. 17th	Jan. 17th
TAIPING	Jan. 9th	Jan. 17th	Feb. 17th	Feb. 17th

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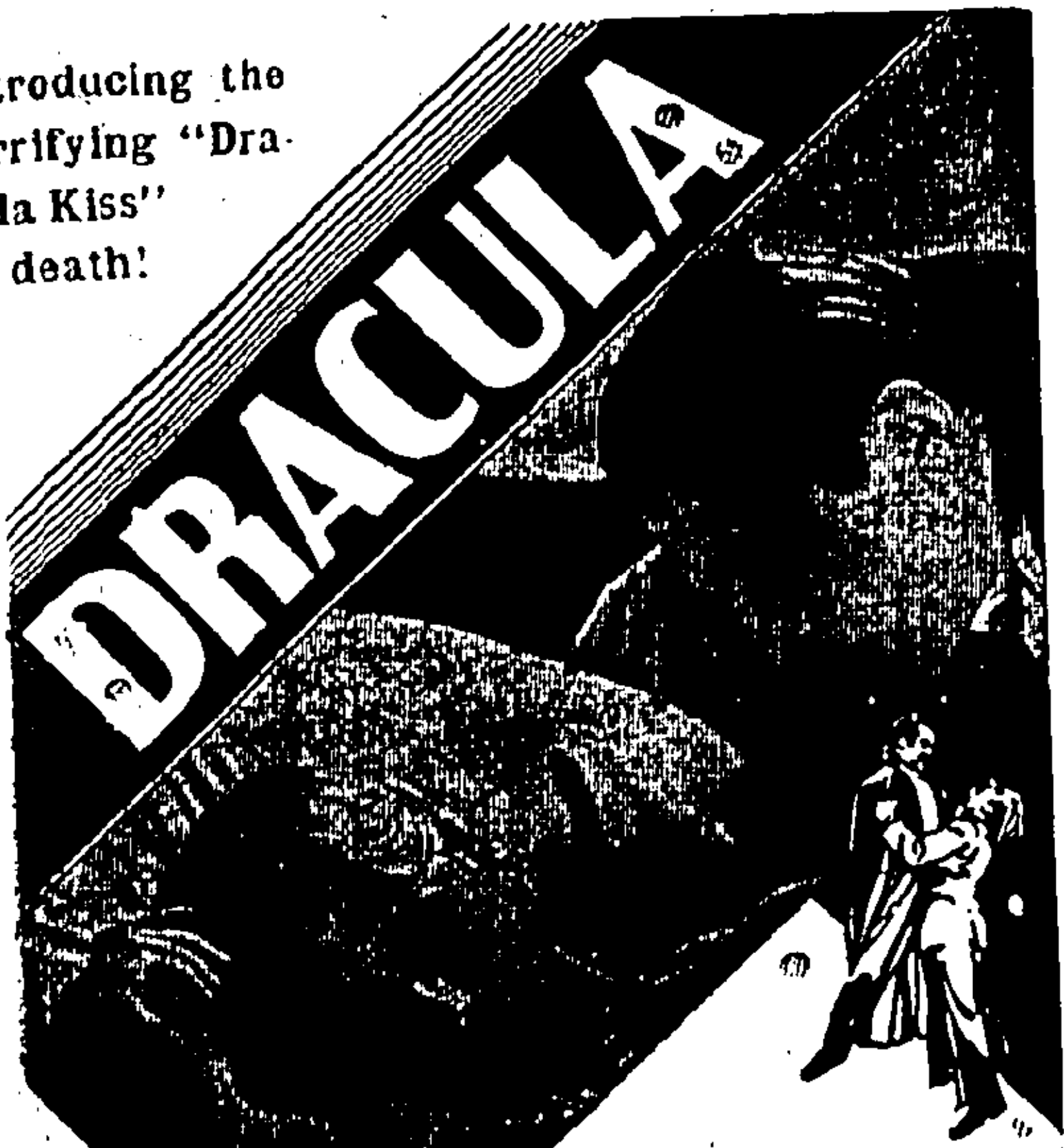
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To-day & To-morrow
At 2.30, 5.10, 7.15 & 9.20 p.m.

The Weirdest Character in
Fiction—In A Motion Picture
That Is The Last Word in—

Thrills! Thrills! Thrills!

Introducing the
terrifying "Dra-
cula Kiss"
of death!



with Bela Lugosi, David
Manners, Helen Chandler,
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Sloan, Herbert Stanton,
Frances Dade, Charles
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Greatest Production

Produced by
Carl Laemmle

The Gold Medal Thriller of the year!

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IRON
MAN

Booking at the Theatre. Telephone 25720.

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Hongkong.

THE MANCHURIAN PROBLEM.

JAPANESE NOTE TO
LEAGUE.

PEACE MEASURES.

Geneva, Oct. 2.
Mr. Yoshizawa, the Japanese
representative on the League
Council, has addressed a Note
to the Secretary-General for
communication to members of
Council, denying two points
raised by the Chinese repre-
sentative at the last Council
meeting.

The Note says that no Chinese
civilian had been arbitrarily ar-
rested during the events in Man-
churia, and that property was
strictly respected and protected.
Special measures of protection
were taken to prevent damage to
public buildings and valuable
monuments.

He adds that naturally as or-
der is restored, all these measures
will be repealed.

No Train Bombardment.

He also declares that no train
was bombed on the Peiping
Line and concludes with the text
of a telegram from Tokyo, dated
September 30, in regard to the
situation at Mukden, stating that
since September 21, Chinese
police directed by Japanese
gendarmes, had assured the
policing of the town.

The responsibility would be
transferred immediately to a Com-
mittee of Chinese formed for the
maintenance of order.

The message adds that policemen
on September 21 replaced armed
sentries on the roads between the
open town and the railway zone, and
the Japanese sentries were on
September 28 withdrawn from all
gates of the Chinese town with the
exception of two.

America Satisfied.

A message from Washington
states that the United States is
taking no further action in the
Sino-Japanese dispute.

In a communication to this
effect, the State Department adds
that Mr. H. L. Stimson has studied
all available reports and has
come to the conclusion that the
parties concerned are doing their
best to conform to his advice.

From Moscow it is learned that
the Foreign Commissar, M.
Litvinoff, had another long con-
versation with the Japanese Am-
bassador in regard to conditions
in Manchuria.—Reuter.

The Chinese General Chamber of
Commerce will hold the usual cele-
bration of the Chinese National Day
at the Chamber on the morning of
October 10. The customary tea party
has been cancelled and the money thus
saved will be sent to the North
China flood relief fund.

ANOTHER OBJECT LESSON FROM MACAO.

INCREASES IN
SALARIES.

LOW RANKS GET
HIGHER BONUS.

(Our Own Correspondent).

Macao, Oct. 2.
Following protracted negotiations
with the Colonial Office in Lisbon,
it is stated that the Government at
Macao has been able to grant a
high cost of living allowance to its
employees. This allowance, which
takes the form of an increase on
salaries, is operative to the greatest
extent as regards those Govern-
ment servants drawing the lowest
salaries, the allowance decreasing
in proportion with the higher paid
posts, on the presumed assumption
that the lowest-paid members of
the service are those most seriously
affected by the increased cost of
necessaries.

Proposals to grant this allowance
were first mooted by the authorities
at Macao, at the instance of mem-
bers of Council, over a year ago,
and a Commission was set up to
make recommendations to the
Government. The Commission's re-
port was submitted to the Govern-
ment Council and, with amend-
ments was passed and forwarded
to the Minister for the Colonies.

It is known that considerable
correspondence has passed between
the Government at Macao and the
authorities in Lisbon regarding the
proposed increases, and it was even
thought at one time that the
Government in Lisbon would veto
the resolution of the Macao Council,
but after a long delay it is reported
that the Minister for the Colonies
has approved the bill which
is to receive the signature of the
President. The reports state that
the allowance will be only a tem-
porary measure and will be given
a trial of six months.

No information is available as re-
gards the date when the allowance
becomes operative, but it is gener-
ally believed that the increase will
come into force as from Oct. 1. The
average amount of the allowance
is said to be about fifteen per cent.
in the case of the lower ranks of
Government service.

It is noteworthy that Govern-
ment employees have, as a whole,
not been given any increase in
salaries for many years in spite
of the very great increase in living
costs, and the expected allowance
has been keenly awaited for some
time.

Sir Joseph Kemp, Chief Justice at
Hongkong, arrived in Shanghai by
the Empress of Asia. Sir Joseph will
sit in three appeal cases to be heard
at H. M. Supreme Court.

BELIZE DISASTER AFTERMATH.

DULL DESPAIR OF
PEOPLE.

FINANCE FLIGHT.

London, Oct. 2.
Telegraphing from Belize, the
Officer Administering the Govern-
ment of British Honduras says dull
despair has settled on the popula-
tion, who are appalled at the mag-
nitude of the disaster which has be-
fallen them.

The arrival of lorries from
Jamaica has speeded up the clearing
of the town. Temporary shelters
are arising from the ruins but over
2,375 families are now dependent
on the Government for supplies of
food and clothing.

The seriousness of the disaster is
accentuated by the fact that almost
the whole Colony's industries are
centralised at Belize, and the heavy
losses of property and material
caused by the hurricane, coupled
with the depressed state of the mar-
ket, appears likely to have most
serious effects upon the Colony's
finances.

So far, 622 deaths have been re-
gistered, and a revised estimate of
the total deaths is between 800 and
1,000.—British Wireless.

THE NEW ART OF
MAKE-UP.

DEMONSTRATIONS HERE
NEXT WEEK.

During the coming week, the
"New Art of Society Make-up"
will be featured in Hongkong, ar-
rangements having been made
with the leading stores to display
or hold demonstrations. Originat-
ing in Hollywood, where Max Fac-
tor commenced his work, the new
method has become popular in
many parts of the world on ac-
count of its simplicity and aim at
harmonising colours according to
the individual needs of the subject.
It is not "make-up" in the theatri-
cal sense, but merely the correct
method of applying certain creams
and powders.

Max Factor products will be
featured at Lane, Crawford's, the
King's Dispensary and the Wing
On Co., and consultations will be
given at Messrs. A. S. Watson &
Co., Ltd., and demonstrations at
Singer's daily. Messrs. J. M. da
Rocha are the local agents.

It is notified that the fee of \$2 is
hereby prescribed by the Governor in
Council as the fee to be paid by the
master of a vessel to whom an ab-
stract as mentioned in section 44 of
the Merchant Shipping Ordinance,
1890, is delivered pursuant to the said
section 44 if, before obtaining clear-
ance, he does not return such abstract
to the Harbour Master.

THE PRINCE OF THE

Final Showings To-day. At 2.30, 5.10, 7.15 & 9.20



Take time
off for Bad
Behavior—
It will do
you Good!

TO-MORROW

RAMON
NOVARRO'S

SPARKLING CONTINENTAL ROMANCE

"DAYBREAK"

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FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20

THE
BELLAMY
TRIAL

With Leatrice Joss

Betty Bronson.

THE GREATEST COURT DRA

PRINCE'S THEATRE

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Special matinee at 5.15 on Saturday and Sunday

William Fox presents

"WOMEN EVERYWHERE"

with J. Harold Murray and Fifi D'Orsay

It is terrible to
know when you
see they have
been caught by
using a wrong
guide. The man
has a narrow
escape and
finally won the
girl who saved
him after taking
a chance into
the Foreign
Legion.



Added
attraction
The Treas-
ure Report-Com
& Fox

NEXT CHANGE

M.G.M. Picture—"The trial of Mary Dugan"

FAMOUS RACEHORSE DEAD.

PANTHER'S FAILURE IN THE
1919 DERBY RECALLED.

One of the greatest surprises
in history of the Derby is recalled
by the death of The Panther,
which occurred at the Ellerslie
Stud, near Newmarket. So bril-
liantly did he win the Two Thou-
sand Guineas in 1919 that he was
regarded as something like a cor-
tainty for the Derby. He was
backed with the utmost confidence
at Epsom, not only by those con-
nected with his stable, but also by

the general public.
To everybody's astonish-
ment The Panther utterly failed,
up to expectations. Indeed
performance was so mediocre
his owner, trainer and jockey
bewildered. It was the
mystery of the hour, and for
after there were rumours
The Panther had been "run."
These reports, however,
never substantiated, and it
proved that the horse suffered
some form of leg trouble
was not suspected at the time.
Subsequently, Sir Alec
sold The Panther to go to the
in the Argentine, and after
many winners there he re-
turned to Newmarket as the prop-
erty of a syndicate of breeders.

ALWAYS COMFORTABLY COOL

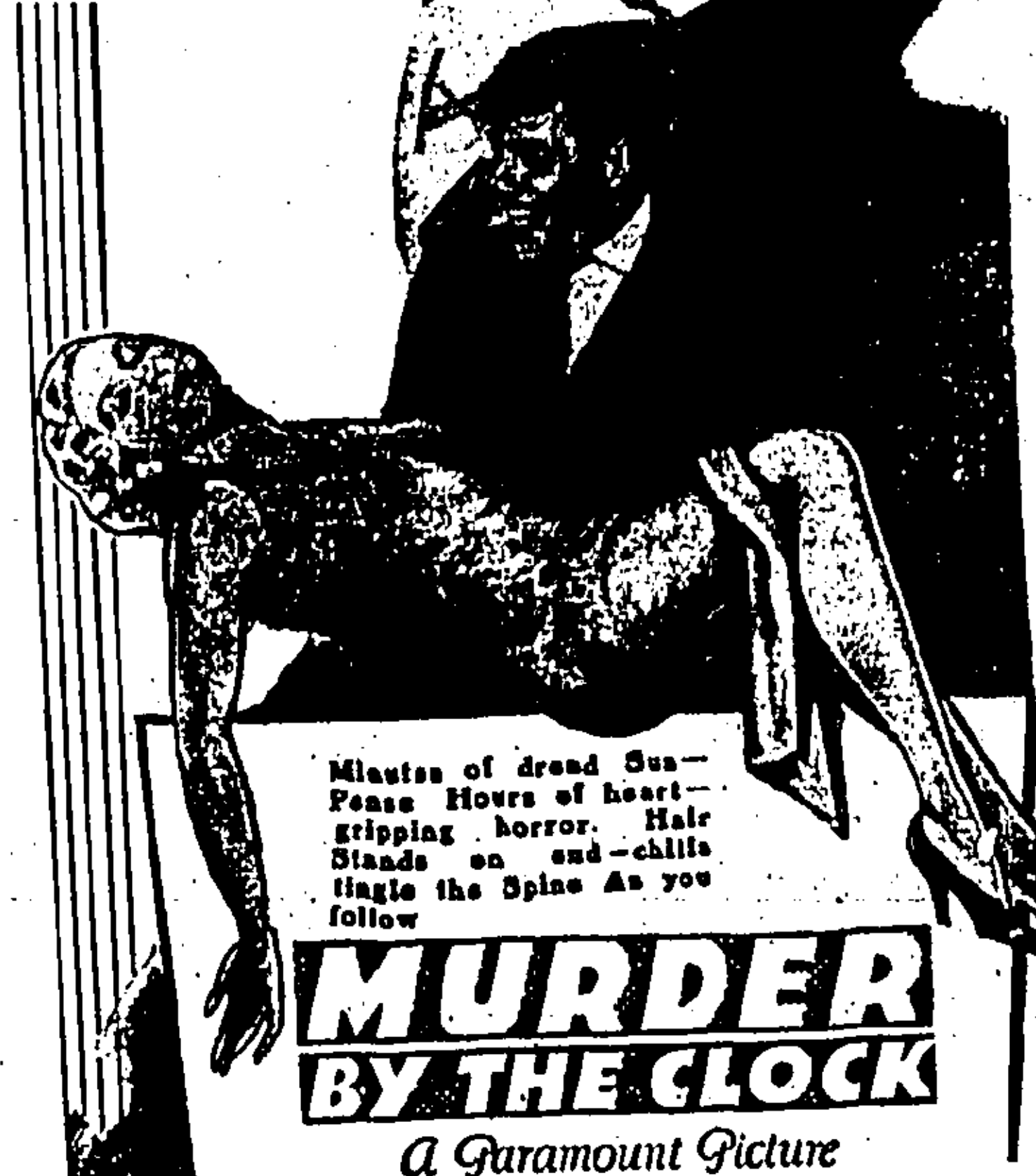
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TERROR!



MURDER
BY THE CLOCK

A Paramount Picture



WILLIAM BOYD
LILYAN TASHMAN
REGIS TOOMEY, SALLY O'NEIL

NEXT CHANGE

Commencing To-morrow



I TAKE THIS
WOMAN
Gary Cooper
Carole Lombard
A Paramount Picture
For Better, for
worse,
For Richer, for
Poorer